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Volume CXCVII No. 2571

The SPHERE, London, May 14, 1949

THE SPHERE

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The Empire's Illustrated Weekly

PRINCESS MARGARET IN ROME—HER ROYAL HIGHNESS WALKING IN THE GARDENS OF THE BRITISH EMBASSY, THE VILLA WOLKONSKY, WITH SIR VICTOR AND LADY MALLET AND MISS ANNE MALLET: After her stay in Capri, the Princess visited Sorrento, and arrived in Rome on Friday of last week

After several days on the Isle of Capri, Princess Margaret returned to the Italian mainland at Sorrento. She spent the rest of the day sailing round the coast in a motor yacht. In the evening, boatloads of Sorrento fishermen serenaded her from the sea below the hotel terrace. Towards the end of last week the Princess drove along the coast road to Rome, where she was received at the British Embassy by Sir Victor Mallet, the Ambassador, and Lady Mallet. Shortly after her arrival the Princess drove with her host and hostess to the International Horse Show, being received by President Einaudi, and saw Great Britain, Ireland, France, Italy and Sweden competing for the "Prize of the Nations." On Saturday evening the Princess attended a ball at which leaders in Italian society and members of the foreign diplomatic services were present. Her visit to Rome was expected to last a week

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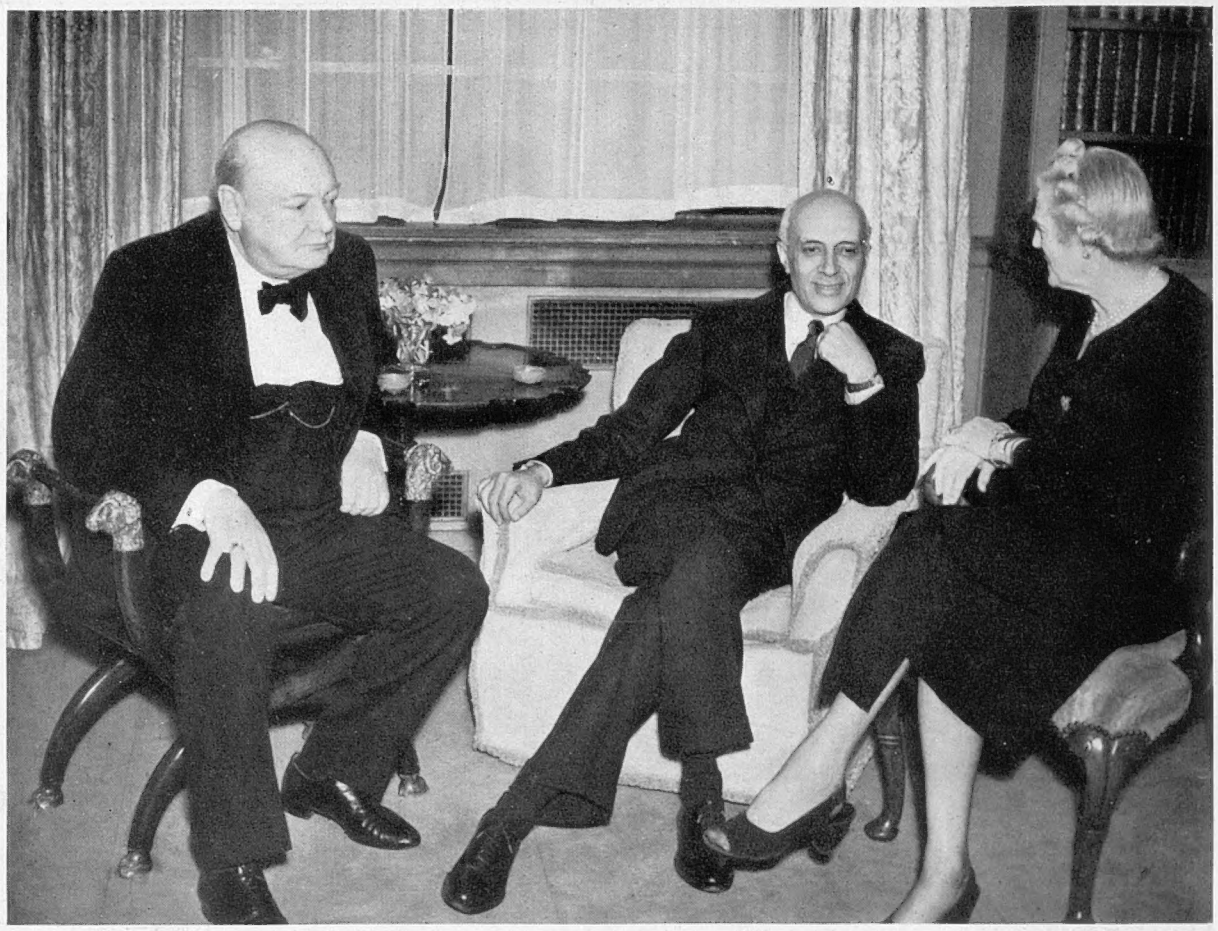
A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Blockade Lifted?—If words mean what they say, the Berlin blockade will be lifted when these lines see print. It is a triumph for the Allied airmen and, indeed, for our Mr. Bevin. If it be so, it will mean (no more petrol for you and me and more important) no instant solution to all the worries and wrangles of Berlin and Germany divided into four zones. The Western Powers will surely go into the new situation with their eyes wide open this time. The new settlement cries out for guarantees that the blockade shall not be quickly reimposed. For the rest, the meeting of the Foreign Ministers offers no solid hopes of a better understanding or even the swift re-establishment of the *status quo ante*, which itself was not very satisfactory. Concessions we shall have to make, but they must be balanced on the Russian side, and whatever they are, they must not include the holding up of the Western Government's programme for Western Germany. Unity for all Germany is much to be desired, but on a basis of democracy, to which the Russian Government is in fact as much committed as the other three. We have solid bargaining counters in our own counter-blockade. For it hurt the Russians more than the blockade hurt us, and was indeed the only begetter of the change of heart which has (we hope) ended the blockade. The currency question will no doubt be a first and controversial item on a probably short agenda.

More Strikes.—Lancashire miners have been causing a loss of 30,000 tons of coal a day, nearly 25,000 being out, and quite unconstitutionally. The grievance is that their (Lancashire) coalfield is the only one lacking an agreement for free or cheap coal for the miner. The Coal Board pointed out that, over all, there was enough "free" coal to meet the demands (and needs) of every miner in England, since in Durham alone a miner may get up to 12 tons a year per family, an allowance far in excess of your or my allotment at £5 a ton, and there is widespread trading of surpluses at a profit! The N.U.M. refused a proposal to redistribute the free issue nationally. There it stands, with most of the authorities of the union in the U.S. and no leadership or guidance available. The hotheads are once more in control, a valuable coalfield idle, the export market hamstrung and (at time of writing) no Government intervention intended. At Avonmouth and Newport there is another strike (of tugmen), in sympathy with a small Communist-controlled union in Canada. And this is hamstringing our exports in another way, by holding up our imports. Petulant comment is unnecessary and, anyway, cuts no ice.

Lord Portal.—Wyndham Portal inherited one of the most famous and picturesque of English industries, conducted on the premises at Laverstock—the lovely Hampshire home of the family, where the paper for Bank of England notes has been manufactured for two and a half centuries, ever since Henri Portal or Portales, the Huguenot refugee, moved there and used the river to turn his mills and temper his paper. No doubt he inherited a genius for business and organisation. He started slowly. At Oxford he showed no signs of it, being indeed a most amusing mime and joker in those days at Christ Church. But his friends were well chosen, men of a serious turn of mind such as Charlie Mills and others, who were making Magdalen a centre of good influence. It was all in him and, after a spell in the Life Guards and good service in the First World War, he settled down to local and public affairs, and became in the dismal '30's almost indispensable to Government.



OLD HARROVIANS FORGATHER—PANDIT NEHRU, MR. WINSTON CHURCHILL AND MRS. CHURCHILL AT THEIR MEETING LAST WEEK, WHICH WAS TAKEN AS EVIDENCE OF THE OPPOSITION LEADER'S ANXIETY TO CO-OPERATE IN MAKING A PRACTICAL REALITY OF INDIA'S NEW COMMONWEALTH STATUS: Both Mr. Churchill and Mr. Nehru were educated at Harrow, but when the Indian leader went to "The Hill," Mr. Churchill was already embarked upon his spectacular political career, having been elected Liberal M.P. for North-West Manchester. Politically their paths have never really crossed, for Mr. Churchill had already left office by the time Mr. Nehru rose to supreme control

His survey of the South Wales distressed areas was comprehensive, realistic and sympathetic, and he held important offices, such as wartime Regional Commissioner (C.D.) for Wales, Chairman of the Coal Production Council, and Minister of Works, giving his name to the Portal house. His last appointment was President of the 14th Olympiad, and he received a final high honour for his services as such.

John Masefield.—The Poet Laureate, who is seventy-one, has been seriously ill for some time, and the latest news about him is by no means reassuring. Mr. Masefield has crowded into man's allotted span a vast amount of experiences, and of achievements in literature which reveal extraordinary versatility and a rare genius. He was trained for the sea in the *Conway*, and the flavour of the sea and a technical knowledge of seamanship give the salt to his best novels of adventure. I put *Bird of Dawning* first of all tales of the sea which pretend no more than to cater for the young, for the reason that the hero never puts a foot wrong, and his crowning success is never in doubt. There is none of the "sadism" which compelled both Stevenson and Weyman in their adventure tales to dash so often the hero's and the reader's hopes. His prose style in its lucidity and simplicity is in my view the perfect model of the prose of action. I don't know how Masefield will rank in poetry. I well remember when *The Everlasting Mercy* burst on the town. There were crudities which shocked the conventional opinion of that day. *Reynard the Fox*, I fancy, is an assured classic, and whatever the critic of pure poetry may say of it, it is the poetry of country life and sport for my money, and instinct with beauty, sympathy, humanity and insight. There certainly was never before so versatile a Poet Laureate, a post which is almost always death to poetic fire, if the P.L. earns his cask of wine and his ribbon conscientiously. But perhaps it is too much to ask of nature to roll into one frame mastership in three arts, prose style, poetry and playwriting. It is rare enough to find in one man mastership of seamanship and country lore.

What People Buy.—I spent a lot of time in London the other day in bookshops, car marts, auction-rooms and Burlington House, and came away with a rather sketchy impression of what people are buying to-day. Their purchases seem to go in spasms of fashion and do not appear to conform to very obvious economic needs. A few months ago I should have said that the book trade was booming, as indeed it always should, whatever the economic conditions, but last week I wondered if there had come a temporary check. Nothing seems to check the demand for antiques, which is the modern gilt-edged investment, but I suppose the chief buyers are usually professionals who find their profit from overseas. Modern pictures go briskly enough, and I am astonished to find that the size of the canvas seems to be no deterrent in this flat-dwelling age. And conventional art more than holds its own with the ultra-modern. Cars. One must have a car, petrol or no petrol, if one lives in the wilds. And people queue up to buy them at any fantastic premium. Why is it that the buyer is always the mug? I am shown a 1948 model light saloon car. Compared with the older models, its interior space is miserably restricted. The old "five-seater" is replaced by a car which will comfortably accommodate four dwarfs. It is listed at £300 above the cost of a new 1949 model. I am told I must pay for the *opportunity* to get something fairly new, since I am debarred from the totally new. But a £300 premium is asking a lot for this amenity. But, of course, my still efficient 1939 model will be greedily taken in part payment at a premium of equal ratio? Alas, no, sir. The 1939 model is no longer wanted. After all, it only cost £200 in 1939.

Eire and Citizenship.—The Southern Irishman resident in England will have precisely all the privileges (unlisted) of British citizens. The declaration of a Republic makes no difference, no difference, whatever The man of Eire in England, then, enjoys all my rights and privileges (unlisted again), but he has my responsibilities. He is liable to military service. Now that is a *good thing* for us Englishmen. If you doubt, count up the successful generals who have won wars and battles for England since 1760, from Wellington to Alexander and Montgomery, and you will be surprised at the high proportion who came direct from some part of the Emerald Isle. The Republican recruit most certainly will have a marshal's bâton in his knapsack. We hoped that for a time Eire's grievances would be stilled, but alas! it is not so. The partition "injustice" now rises to a major grievance, and still as of old Eire is very angry with us.

Gardens and Sunshine.—I don't like to express the fear that we have had our summer ere May is out. But we have indeed enjoyed in the past few months about as much bright sunshine and blue sky as an average British summer affords. It has not been all jam, for a keen and searching north-easter has usually shared the honours of each long day. Still, round the corner, out of the wind, it has been pleasant enough to enjoy the spring beauties kept in cold storage, and sadly brief through drought and ground frost. Perhaps it is the sunshine that has brought so welcome a surprise to those who run the "Gardens Scheme" for the benefit of "hard-case" local nurses and of the National Trust. They look for diminished returns this year, but the response has surprised them. One or two famous, and several small, gardens in my neighbourhood have doubled their receipts and their lawns and paths have been crowded with sightseers. I still believe that most people who come are attracted more by the manner of life of the owners than by their horticultural display. They dearly love a peep through the windows, and there is no reason why this harmless curiosity should not be turned into cash in suitable circumstances when the house contains features of artistic or architectural merit. There is a risk, of course, that an occasional "professional" might come to "spy out the land."

THE OLD STAGER

ISRAEL DAY CELEBRATED IN NEW YORK and TEL-AVIV

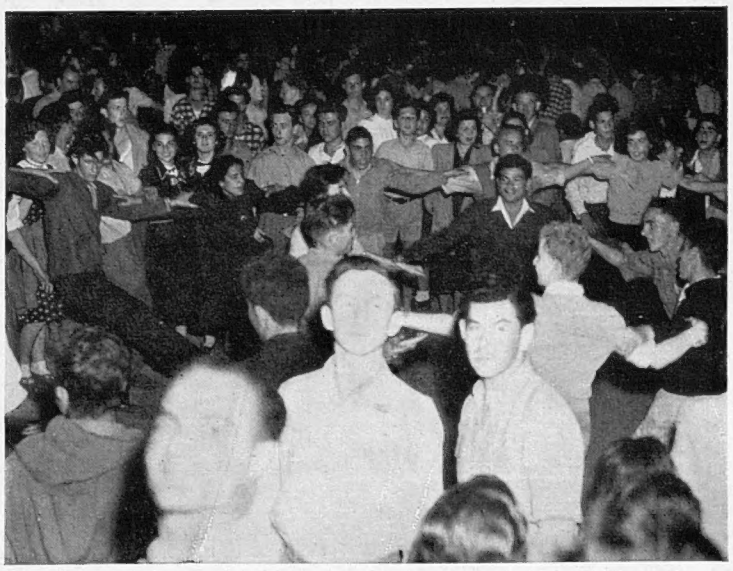
THE CROWDS MASS IN TEL AVIV TO CELEBRATE THE FIRST ANNIVERSARY OF ISRAEL'S INDEPENDENCE : In all there were 200,000 citizens along the processional route, but the military parade and march-past which were to be the climax of the day's rejoicings did not take place owing to the inability of the police to clear Allenby and Ben Yehuda Streets. The disappointed spectators, many of whom had been waiting since dawn, saw an air display

Despite the efforts of military and civil police, Ministers of the Israeli Government and members of the Diplomatic Corps were unable to get through the unruly crowds in Ben Yehuda Street and Allenby Street, Tel Aviv, to reach the saluting base. As a result the Israel Day march-past had to be cancelled, and later there was a modified parade in another part of the city. The disappointed crowds, however, did see a squadron of Spitfires and several Mustang fighter-bombers of the Israeli Air Force in a fly-past over the saluting area, and the celebrations ended on a note of gaiety with dancing in the streets until a late hour.

Meanwhile the Israeli Government, faced with the steady flow of immigrants into the new sovereign state, is having a hard task to maintain employment. At the moment 50,000 immigrants, all recent arrivals, are confined to primitive camps because there is neither work nor shelter for them.

THE ZIONISTS FORGATHER IN MADISON SQUARE PARK : 150,000 people gathered in New York to hear Dr. Chaim Weizmann, First President of Israel, who is on a goodwill visit to the United States, address them on Israel's Independence Day

THE SUBSTITUTE PARADE : Troops of the Israeli Army marching through Tel Aviv, but not on the scheduled route, during the celebration of Israel Day. Overhead flew units of the Israeli Air Force. The cancellation of the original parade was due entirely to the unruly behaviour of a section of the crowd



THERE WAS DANCING IN THE STREETS OF TEL AVIV : Throughout the evening of Israel Day there were gay scenes in the city. In not-far-distant Jaffa Arab citizens were seen mingling quite freely with the Jews and waving the blue and white flag of Israel

BRITAIN'S FOREIGN SECRETARY SETS OUT FOR BERLIN : Mr. Ernest Bevin walking to his plane at Northolt Aerodrome on leaving Britain. His visit to Germany was primarily to see the airlift in operation, but its scope was expanded to include talks with senior Western officials and leading German politicians both in Berlin and Western Germany. In a speech before the Berlin Magistrat, Mr. Bevin spoke of the wider responsibilities that Germans would soon be assuming, and told them that he dreamt of ending the age-long feud existing between France and Germany. "I want to end my career as Foreign Secretary" he said, "with the feeling that Germany and Britain and Germany and France will never fight against each other again"

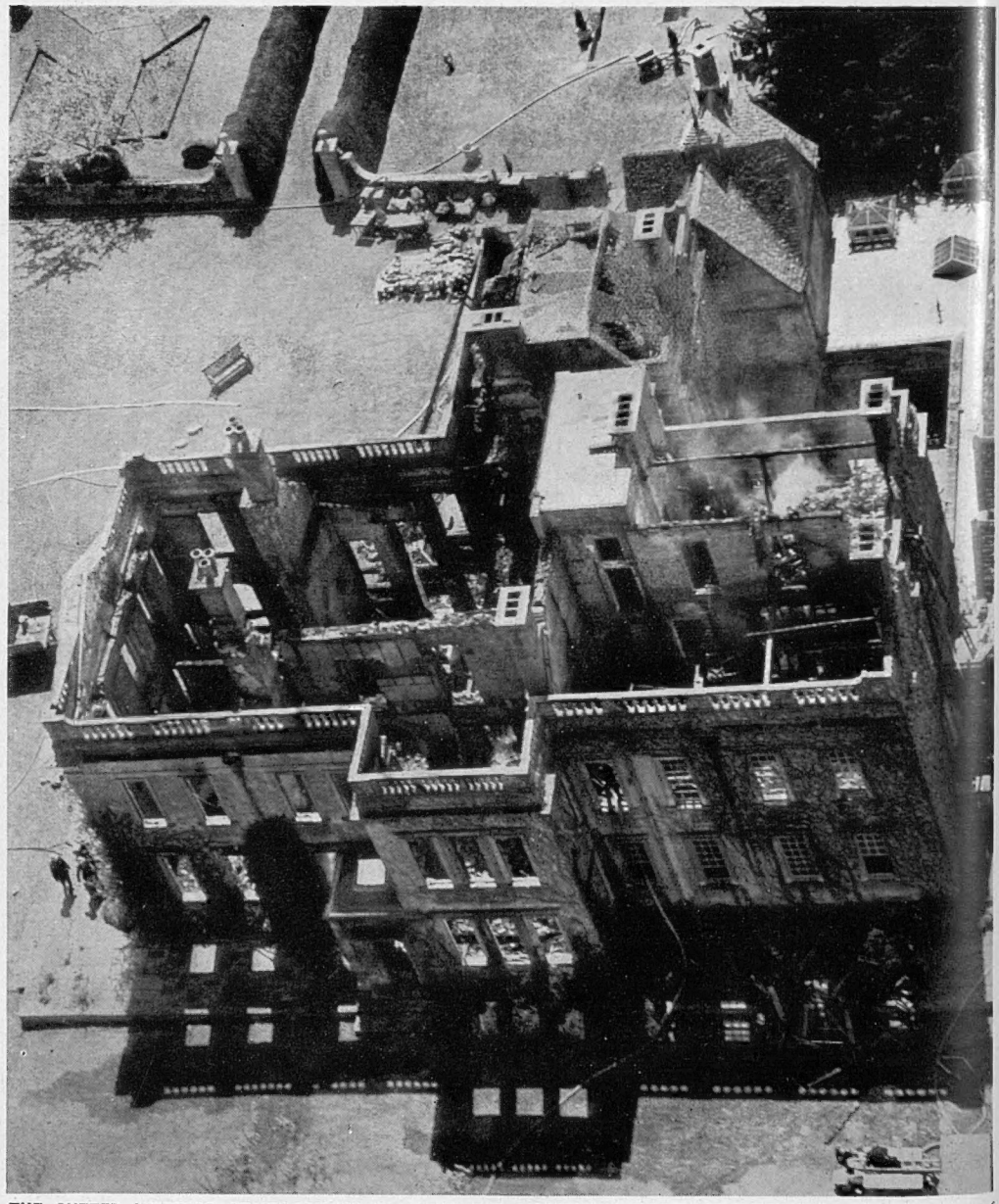
BERLIN—AN AIRLIFT PILOT'S VIEW AT A POINT WHERE THE BRITISH, RUSSIAN AND AMERICAN SECTORS MEET AND, AS SUCH, A FOCAL POINT OF FRICTION DURING THE PAST MONTHS OF THE BLOCKADE : The American Sector occupies the foreground of the picture. In the right foreground is the still roofless Anhalter Station. The Potsdamer Platz is on the left of the picture in the middle distance. This is where the British Sector has its eastern boundary. The whole of the back of the picture is occupied by the Russian Sector. The problems of ending the blockade are deeply complicated, but the resumption of the train service will ensure in quick time a raising of the standard of living in the Western sectors of Berlin

Last Week-end in England and Germany

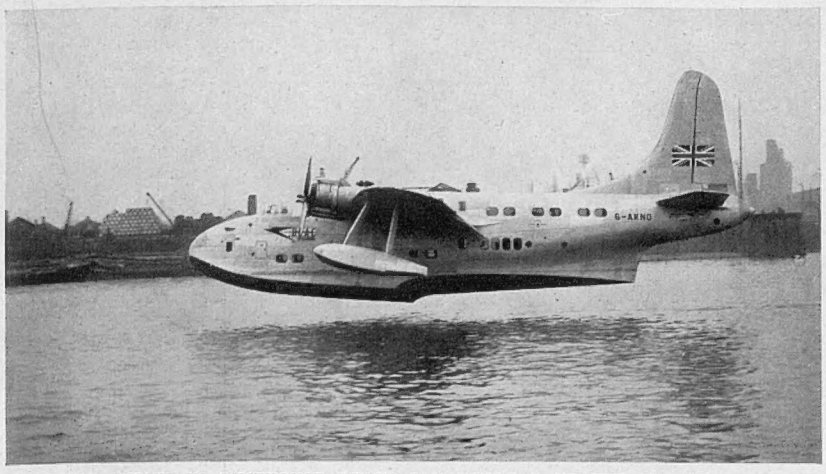
MR. BEVIN IN BERLIN

SEAGRY HOUSE BURNT OUT

AFTERMATH AT SEAGRY HOUSE : Firemen with salvaged books and furniture following the disastrous fire which burned out the major part of this ancestral home near Chippenham, Wilts, and in which Clare Countess Cowley, widow of the third Earl, lost her life. The outbreak began about 2 a.m. last Sunday while everyone in the mansion was asleep. Six hours later Lady Cowley's body was found by firemen among the debris of what had once been the main staircase. Four of the seven members of the staff escaped by the roof. Miss Dorothy Bradish, the cook-housekeeper, overcome by smoke and fumes, fell 30 ft. into a courtyard and was taken to hospital with an injured spine. It is believed that the fire started in a sitting-room on the ground floor, where there had been a fire in the grate. It quickly spread, and the main staircase became a sheet of flame, preventing any escape from above



THE GUTTED INTERIOR OF SEAGRY HOUSE AFTER THE DISASTROUS FIRE LAST WEEK-END : An aerial view of the mansion. Water to fight the flames was taken from the River Avon, but by the time fire-fighting operations began the fire had a firm grip on the major part of the house. May has been a month of disastrous fires. The great timber blaze on the North-East coast and the Glasgow store fire are illustrated on pages 236 and 237 of this issue



TOUCHING DOWN IN LIMEHOUSE REACH AND TAXI-ING UP THE THAMES TO TOWER BRIDGE: The British Overseas Airways Corporation's 39-seater Short Solent landing on the Thames (*left*) and cruising upstream (*right*) after flying from Southampton and circling the city. The flight was part of the commemoration of the thirtieth anniversary of British commercial air transport, and all the week the clipper, anchored off Tower Pier, has been open to the public. About 500 people were able to go aboard each day. Twelve of these Solent aircraft are now in operation on the South African service

THE SPEEDBIRD ANCHORS IN THE THAMES OFF THE TOWER OF LONDON: The clipper seen in the tideway with the fortress silhouetted behind it. Sir George Aylwen, Lord Mayor of London, arranged to visit the clipper on Tuesday of this week and to name it the "City of London." The principal feature of the clipper is its great spaciousness. It has two decks

A FLYING-BOAT on the THAMES

The Speedbird Clipper at Tower Bridge

The Port of London and the River Police co-operated with B.O.A.C. to keep Limehouse Reach clear of traffic, and thus enable the Solent clipper to touch down. Captain J. L. M. Davys reached the Thames near Putney, followed the line of the river down to the dock area, cruising over Central London at 1,000 ft., and then made a perfect touch-down near Silvertown in Limehouse Reach. The manœuvre could not have been accomplished more smoothly. Captain Davys, who has almost 2,000,000 flying miles to his credit, achieved distinction in 1941 when he took an unarmed C-class flying-boat into Crete in order to help in the evacuation. He was watched by Mr. J. Lankester-Parker, now a director of Short and Harland, makers of the Solent, who was the last man to put an aircraft down on the Thames tideway.

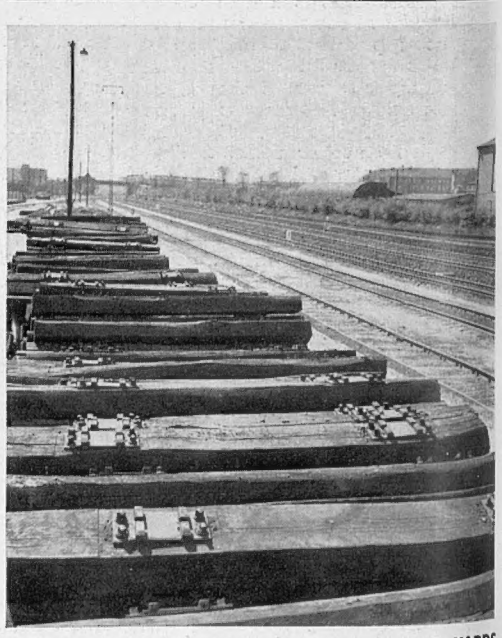
TAXI-ING BENEATH THE BASCULES OF TOWER BRIDGE: The B.O.A.C. clipper on the way up from Limehouse Reach, where it touched down, to its position near the Tower of London. The last time a flying-boat alighted on the Thames was in 1928, when Mr. Lankester-Parker brought a 10-ton Calcutta down between Vauxhall and Lambeth Bridge. This was just before the type was introduced by Imperial Airways. While the Solent was over London it cruised at a height of 1,000 ft., special permission having been obtained to do this in order to give Londoners a good view of the new aircraft in flight

TEARING UP THE TRACK BETWEEN BERLIN AND THE WEST: German workers, acting under Russian orders, remove sleepers from the line on one of the railroads leading out of Eastern Germany. While the main line from Helmstedt is said to be in operation, it appears that the Russians have been intensely active in removing other lines, and in reducing double tracks to single tracks. Some of the material that is being taken up is sent to Silesia, presumably for re-establishing the railway lines in an area which the Russians are developing. This work of demolition is said to have been speeded up of late

RUSSIANS TEAR UP BERLIN'S RAIL LINKS

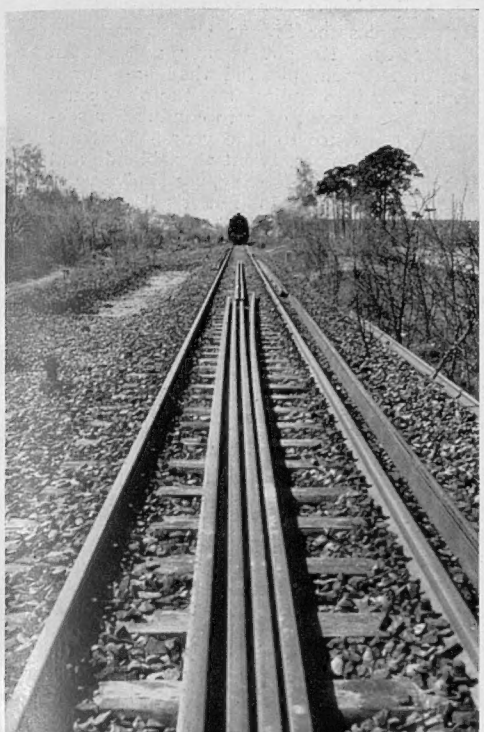
While Debating the Question of the Berlin Blockade

THE RAILS ARE DRAGGED FREE FROM THE SLEEPERS: A train is seen engaged in pulling up a section of the track as it goes along. After the rails have been removed, the sleepers are torn up and stacked for transit. This picture and the others on these pages were taken just before the blockade-lifting talks began



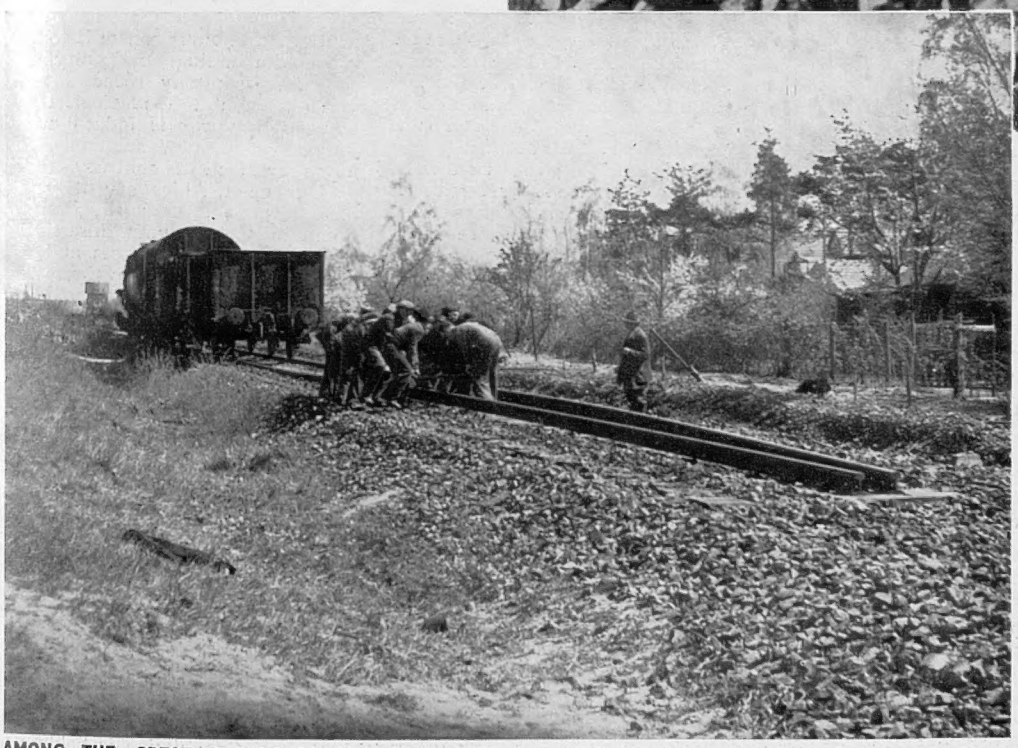
TORN-UP SLEEPERS ARE PILED HIGH IN THE YARDS AT LICHTEFELDE WEST: Here there are still six tracks leading into the centre of Berlin

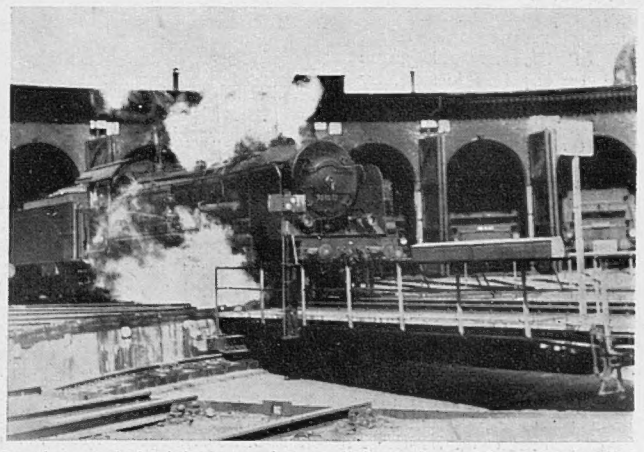
LOADING SLEEPERS : Members of a track demolition gang handling timber which will eventually find its way to Russia or Silesia. Several miles of track are being torn up every day



HOW THE WORK OF DEMOLITION IS DONE : A railroad engine drags the rails free and these are placed side by side, enabling them to be picked up at speed by flat cars which are accompanied by a travelling crane

FIFTEEN KILOMETRES FROM BERLIN : An example of thorough demolition achieved by the Russians in their zone, mainly round the outer perimeter of Berlin. Through such actions as this, Berlin can look forward to years of commercial isolation. What has been so swiftly undone in a few months might take many years to put right





AMONG THE GREAT PARADOXES OF THE OCCUPATION : *Left*—A dismantling crew freeing rails from the ties, and (*right*) an engine at Helmstedt waiting with steam up to haul the first train after the lifting of the blockade. The German who witnesses these contrasting scenes can hardly be blamed if he registers complete bewilderment. As for the Berliner it should make him view his economic future with dismay

Berlin has for long been a mighty railway centre. From the Anhalt station the trains ran south to Dresden and Leipzig; from the Potsdam station they went west to Magdeburg and Cologne; from the Lehrte station they went northwest to the ports of Hamburg and Bremen; from the Stettin station they went north to Stettin and Rostock; from the Gorlitz station they went south to the Spreewald and Gorlitz. There were others, too, but some of those tracks must now be spoken of in the past tense. What the Russians have achieved in the way of dismantlement we do not know. They are chary of publicity on the point; but they have done much to isolate the city, and the reduction of many tracks to permanent single-line working can only mean that Berlin is doomed in the future as a centre of trade and industry on the old scale. What is most remarkable is that all this dismantlement was actually speeded up just before the blockade-lifting talks began in May. Whatever happens, the number of trains that can pass into Berlin from east and west must be strictly limited for a long time to come. One theory about this wholesale dismantlement is that the Russians are sending most of this railway equipment to Silesia where they are developing the coalfields at great speed and the need for transport facilities is paramount. Soviet Russia, it may be noted, has a different gauge to Germany.

SPYING THROUGH THE CURTAIN

A New Chapter in International Espionage

By FERDINAND TUOHY

THAT the continued "cold" war is adding a new chapter to international espionage becomes evident to anyone keeping an eye on the spy panorama of Europe and North America.

Not only does the amount of espionage attempted considerably outstrip the relatively *piano* efforts of earlier decades of the century—but new targets and new employers are being revealed, as well as new methods and new-style agents.

There is also a new publicity. Whereas the thing to do in the past was to deprecate the gentle art, to "play it down" officially lest revelations should embarrass governments and increase the chances of conflict, nowadays the two "giants," the U.S.S.R. and the U.S., compete in crashing the cymbals of charge and counter-charge.

What could be more typical of this loud new orchestration than the Mount Ararat case? Because Ararat rises on the border of Soviet Armenia, Moscow broadcasts accusations against Britain, the United States and Holland, each of whom has evinced a belated interest in what happened to Noah's Ark, and plans an expedition.

"The Anglo-American intelligence agents have fallen back on the Old Testament," booms the Voice of the Kremlin, which pin-points one of the leaders, "Egerton Sykes," as "a veteran spy in disguise," with past espionage roots in Warsaw and Teheran.

With no less resounding effect does the American Congress simultaneously accuse the Soviet Union of instigating a Polish spy ring based on the Washington Embassy. Lieut.-Gen. Modelski, late Polish Military Attaché, is the informant, and this is in itself new. Attachés of the past spied, but were utterly trusted by their governments. Now the Communist Intelligence Chiefs cannot be sure of members of the officers' corps of any of the satellite countries. Doubts arose about General Modelski, who was summoned to Warsaw, knew what that would mean ("trial as a Fascist"), and went to the Americans instead.

Part of what he told them reflects the new trend in targets. Instructed Polish War Minister Rola-Zymierski:

"Britain is going down. We must do all we can to see that Britain is eliminated from the world. Perhaps there is a possibility that the United States will agree on the division of the world into two spheres. Afterwards, we will do all we can to make political changes in the United States. Russia and Poland will separate the United States from all other people and we will stand against the United States alone. Our victory will then be sure."

There are, of course, the knowing people who dismiss this kind of thing as clumsiness not worth bothering about. I cannot aspire to their insight. I merely report the latest twists of the age-old game started, on the female side, by one Rahab volunteering to enter Jericho in 67 B.C., I think. But I do venture that the Kremlin has time and again been able to call the tune, and that this could not have been done without sound S.S. results.

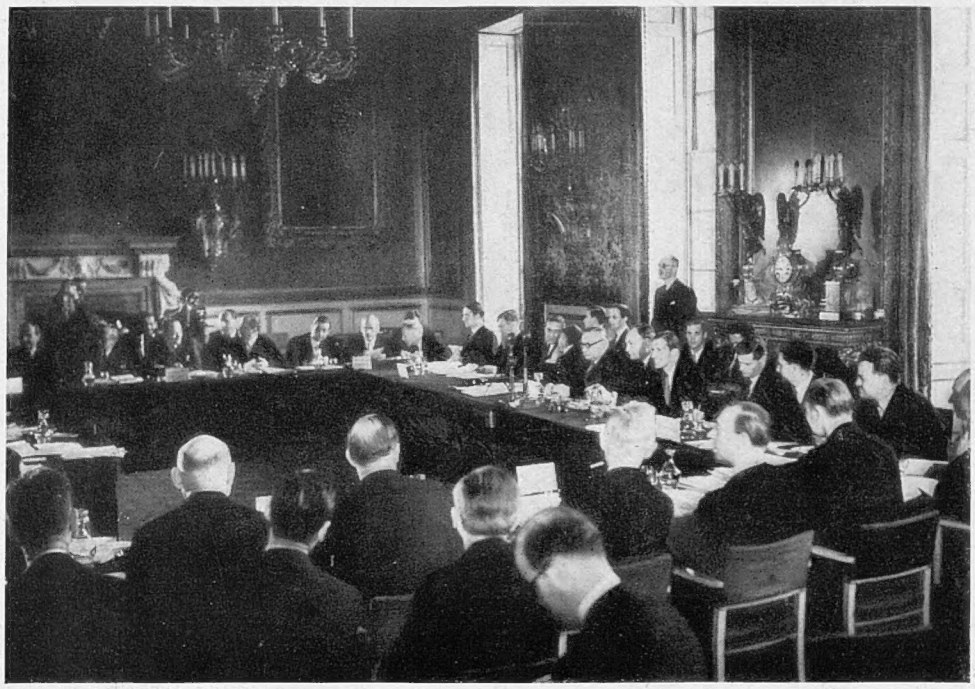
The hand of novelty is again seen at work in the case of Communist ministers who, suffered as members of a Western democratic government for a spell, plant secret agents in carefully calculated places prior to being ejected from said administrations.

In a drive against alleged Communist spies in France, arrests included two Army officers—one watching armaments from the security angle, the other a paratroop instructor—an aircraft designer, a geologist employed by the French Atomic Energy Commission, three journalists, and a former assistant to Communist ex-Minister Marcel Paul, whose personal "cabinet" at the Ministry of Industrial Production swelled to sixty members, all, needless to say, of the one faith.

When infiltration of the same kind occurs in England, and that offensive word "purge" is heard, the cry goes up of "witch hunting." Upon my word, I wouldn't mind being a witch on some of the terms handed out by the Attlee administration! When a junior scientist is "purged," he stands a good chance of drawing *circa* £700 a year indefinitely for doing sweet nothing, and even young office women, quite full of themselves, may land a nice long holiday, or a better job, still official, but less secret.

It would be unwise to imagine that, because England has had few spy cases, spying is not going on to some purpose; wise to reflect that secrets pierced in England are now partially the secrets also of Western Union and the Atlantic Pact nations.

Who, in bygone days, would have thought of a government as good as advertising for intelligence agents? A Bill before Congress for the setting up of a new Central Intelligence Agency has a provision allowing up to 100 aliens to enter the United States each year for permanent residence in return for intelligence information supplied by them. Soldiers, statesmen, and scientists are preferred, from behind the "Curtain," naturally.



ESTABLISHING A COUNCIL OF EUROPE: The gathering of Foreign Ministers at St. James's Palace, where ten countries have been represented. At the head of the table is Mr. Bevin, and it was the task of the Ministers to consider the draft prepared by a Committee of Ambassadors

MR. ERNEST BEVIN PRESIDES: Britain's Foreign Minister at St. James's Palace, where he conducted last week's discussions on European Union

The five Brussels Treaty Powers which took the original decision to found a Council of Europe, the three Scandinavian countries, Italy and Eire were represented in London last week as the draft prepared by the Ambassadors' Committee came before them for decision. It was their task to form a commission to prepare the ground for the first meetings of the Council, to be held at Strasbourg, probably in August. There was much speculation as to what the new organisation would be called. France, it is understood, pressed for the name "European Union." There were others, however, who had a preference for a more non-committal title. Agreement was reached on May 4, and the Statute was duly signed by the Ministers on the following day. Greece and Turkey are to be invited to join the Council. At the conclusion of the first day of their deliberations the Ministers were the guests of the King and Queen at Buckingham Palace.

Only a "cold" war could have produced such an invitation without badly rocking the boat, because the Russians are assuredly not the last to know that highly-trained Western officers wait at the frontiers to extract all that well-placed escapees chance to know of atomic and radar devices, guided-missile firing areas, reserve stores, Red Army expansion, new weapons, and so forth.

Another newcomer is the secret agent employed by the Cominform, who emerged at a Belgrade trial of eight Yugoslavs sent from Hungary to report back how prominent Yugoslav Communists were *not* opposing Marshal Tito. Distrust of the Soviet satellite armies is necessitating an extension of Soviet espionage. This is one of the things Tito refused to allow, but it is in practice in Poland and Rumania especially.

How far is one to believe Colonel Busina, who fled his post as Czech Military Attaché in Berlin to tell the West, among other things, that Russia may use the summer manœuvres in the Ukraine as a point of departure for dismembering the satellite armies as fighting units—as distinct from using them for policing duties and as labour units?

Turn to yet another aspect of espionage under "cold war" conditions: Germans spying upon Germans in the Russian Zone. Herr Willi Brandt, Berlin representative of the Social Democratic Party, disclosed that a preliminary list of 504 people so engaged in spying upon their countrymen had already been drawn up. Documentary evidence showed there were four spies and informers to every 1,000 inhabitants. All this comes eventually under big boss Beria, who is Number Three or Four of the Politburo.

Meanwhile, Czechs and Americans have been engaged in old-fashioned espionage in Bavaria and the Prague-Pilsen country respectively. But it has led to some fierce sentences, because this is the region where the "cold" war might first turn "hot."

The Czech Ministry of the Interior dispatches agents to recruit Germans of both sexes in Bavaria, for watching the Americans. Conversely, G.I.s are unaccountably found, in mufti, in Prague. After all, Americans speaking fluent Czech are not so hard to find. . . .

One of these spies for Prague was a waiter in the Orient Express. He got twenty years. An associate, Edith Dittrich, pleaded that love for a Czech officer led her into spying, but the old excuse served only to confine her sentence to nine years. Gertrude Doerre, twenty-six, blonde and soulful-looking, got twelve years and is in Hitler's Landsberg "fortress." "For the last five years I have not been free," she declared before sentence. "I hate jails. I will hang myself."

Czechs are as involved as any in current espionage. Their central position, split allegiance, and language ability, make it so. Former Czech intelligence officers have been of good service to the West. With an armed guard behind him for protection from possible attack, Captain Feifar told a Munich court of the Czech espionage system in Germany. Captain Vojteck testified at Düsseldorf how a former German policeman and his wife had spied on British troops and on the work of the British intelligence service in North Rhine-Westphalia.

Meanwhile, alleged women spies continue to pop up in America. They are usually of the secretary class, working for government organisations. Well placed to copy secret documents, or to remove these for photographing, they have so far escaped serious punishment. An obvious course is to prove impending maternity. The American spy scene devolving from the ideological non-shooting war is indeed a tangled skein, now laughable, now very much the contrary.

Our chief Allies say they have 825,000 citizens who, as Communists or sympathisers, might be "spies, traitors and saboteurs," and that evidence exists to show that selected men and women are instructed to spy "under twenty different categories for information on U.S. armed strength, diplomatic plans, and industrial secrets."

The latest to come before the courts is young Judith Coplon. She was actually employed in the Foreign Agents Registration Division of the Department of Justice, so was right on the spot to tell her Soviet employers (if so they were) just how counter-espionage felt about this and that suspect. Part of a note attributed to Miss Coplon ran: "I have not been able to get the top secret Federal Bureau of Investigation report which I described to Michael on Soviet and Communist intelligence activities in the United States."

Cross back to Europe, to Vienna, and one is confronted by yet another form of "cold war" espionage. All we know is that a recent senior member of the British Control Commission is held, charged with removing documents. He was stopped on the border of the Russian Zone.

Finally, the fellow-traveller in political and public life. At last this gentleman is being taken seriously—at least by two countries. He may not be trained for tasks which require the military, scientific or engineering expert, but his ability to travel freely makes him a potential danger as communications agent chiefly. He also has access to quarters closed to the professed Communist.

POLITICIANS ON THEIR TRAVELS

Mr. Nehru in Dublin: Mr. de Valera in London: The Foreign Ministers' Meeting

On Easter Monday, Eire became a Republic, cutting the last ties with the Crown and with the Commonwealth. At the recent Commonwealth Conference, India, too, became a Republic, but, with the aid of some very adroit verbal juggling, she remained a member of the Commonwealth, accepting the King as the symbol of the Free Association of Nations. It was not unnatural, therefore, that while Mr. Nehru, the Indian Premier, was in Europe, he should pay a visit to Dublin, where he met Mr. John Costello, the Premier and architect of the new Republic, and Mr. de Valera, who was for long the pilot of Irish fortunes until defeated at the 1948 election. Mr. Nehru actually paid a visit to the Dail, where he was enthusiastically received by the members. There was speculation as a result of his visit and his talks with Mr. Costello as to whether Eire might consider it advantageous to seek a new tie with the Commonwealth on the same lines as India had achieved.

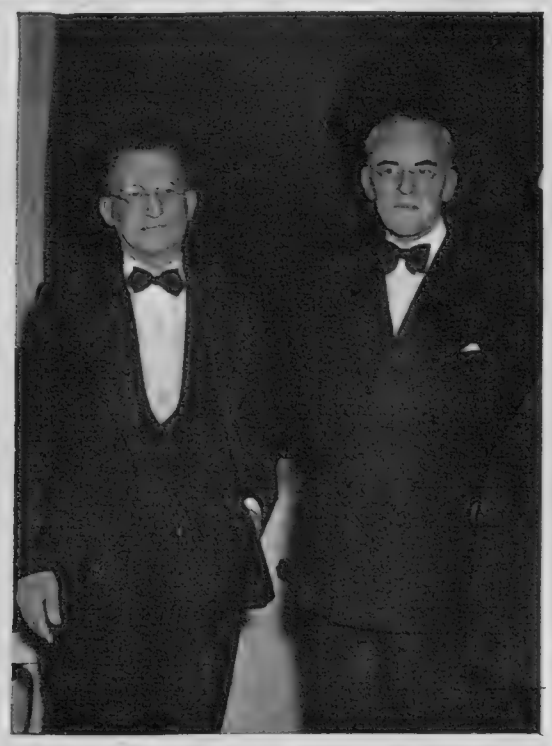
After meeting Mr. Nehru, Mr. de Valera came to London on one of his lightning visits associated with his end-partition campaign. The former Premier took the opportunity of visiting Southwark's blitzed Cathedral, which has many associations with Ireland.

MR. EAMON DE VALERA STANDS AMID THE RUINS OF SOUTHWARK CATHEDRAL: The former Premier of Eire, seen with Archbishop Peter Amigo, for forty-five years Bishop of Southwark, during a visit to the Cathedral in South London which was destroyed in an air raid in 1941. When this picture was taken, they were examining a statue of St. Patrick which escaped the fire in the ruined Cathedral

REPUBLICANS ALL: Pandit Nehru at Dublin Airport with Mr. de Valera, former Prime Minister of Ireland, and Mr. Costello, the present Prime Minister. Mr. Nehru's spirit of compromise was one of the outstanding factors at the Commonwealth Conference

IN LONDON FOR THE "COUNCIL OF EUROPE" MEETING OF FOREIGN MINISTERS AT ST. JAMES'S PALACE: *Left*—Count Sforza, the Italian Minister of Foreign Affairs. *Right*—M. Schuman, the French Foreign Minister, and Ambassador Massigli, who greeted him at Victoria

Last week the Foreign Ministers of ten nations met in London to consider the draft of a new Council of Europe. Britain, France and the Benelux Powers were joined for this purpose by Italy, Eire and the three countries of Scandinavia. The real purpose of the Council is to give official expression to the feeling of European unity which has been one of the most marked and encouraging political developments since the war. Spain and Portugal are ruled out because they are dictatorships, and it appears that Western Germany cannot be included until she has a Government. The draft for the consideration of the Foreign Ministers was drawn up by the Ambassadors of the ten nations



SIR STAFFORD CRIPPS IN ROME: Britain's Chancellor of the Exchequer with the Italian Prime Minister, Signor de Gasperi. The two statesmen made a lengthy survey of outstanding Anglo-Italian questions, and Signor de Gasperi re-affirmed Italy's point of view in regard to her former colonies. During his visit the Chancellor was received by Signor Pella, Minister of the Treasury

EMETT'S ENGINE BACK ON THE RAILS: This seventy-year-old locomotive of the Kent and East Sussex Railway, inspiration for Emett's drawings in "Punch," was put back on its wheels at Northiam, Sussex. The engine, derailed six weeks ago, was assisted by two breakdown cranes. It looked little the worse for its upset. A sister-engine, it may be remembered, was featured in the late Will Hay's comedy film "Oh, Mr. Porter!"

THE TRAIN THAT HUGS THE RAILS: This new departure in railroad train construction is the A.C.F.-Talgo, built in accordance with Spanish patents at the American Car and Foundry Company's plants at Wilmington, Delaware, and Berwick, Pennsylvania. It has a locomotive 2 ft. lower than a standard diesel electric locomotive used on American tracks, and the coaches are 4 ft. lower than present-day equipment, without loss of interior space. This prototype will be used for testing in the United States, but the second two off the production-line will go to Spain for service between Madrid and the French border. The first three coaches each seat sixty-four passengers, and there is also a baggage coach and an observation car

Matters Mechanical

CONTRASTS ON THE IRON ROAD

Handling Sugar in Bulk: The New Car Proving-Ground

CHEAPER SUGAR, DEARER LABOUR—A DISPUTE OCCASIONED BY AN INGENIOUS SCHEME: Loose sugar being unloaded from the "Baron Haig" at Dagenham Docks after Tate and Lyle's, the sugar-refiners, had sought to lower the price of sugar in this country. The plan was not accepted by the dockers

EXPERIMENTING WITH THE TRANSPORTATION OF LOOSE SUGAR—A 7-TON GRAB QUARRIES INTO THE HOLD OF THE "BARON HAIG": **The sugar-refiners claimed that this method would save 30s. on each ton, thereby reducing the subsidy on retail sugar.** The dockers, who did not take lightly to the scheme, refused to unload the sugar, and although the refiners claim it is a cheaper method, they had to pay demurrage to the shipowner because of the delay in unloading. But, said Colonel F. A. Sudbury, transport chief for Tate and Lyle, "I am convinced we have found the answer to save half-a-million pounds a year on the price of raw sugar. The experiment, in spite of labour difficulties, is proving itself." His company import 2,000,000 tons of sugar per year. Of this total, 5,000 tons had come in the *Baron Haig* from Dominica, West Indies

A NEW PROVING-GROUND TO TEST THE PRODUCTS OF BRITAIN'S MOTOR INDUSTRY: At Lindley Airfield, Warwickshire, there are special facilities for trying out new models, enabling engineers to decide without exhaustive tests what stresses and strains can be taken by their products. *Left*—A Morris Oxford 1½-litre saloon giving a demonstration of suspension. *Right*—A Bentley drawing a power-absorbing trailer. This trailer gives artificial hill-climbing performances

THE BRISTOL 171 HELICOPTER LANDS AT ORLY AIRFIELD, PARIS, AFTER MAKING A CROSS-CHANNEL FLIGHT: Test pilot Eric Swiss was at the controls and the flight was made without incident. At the same time a Westland Sikorsky helicopter also made the cross-Channel flight, and it is seen in the picture below at the moment of landing on the Esplanade des Invalides, in the heart of Paris. The Bristol 171 made the crossing prior to being put on exhibition at the eighteenth International Aero Exhibition in Paris

HELICOPTERING TO PARIS

Linking the Capitals in Aero Show Fortnight

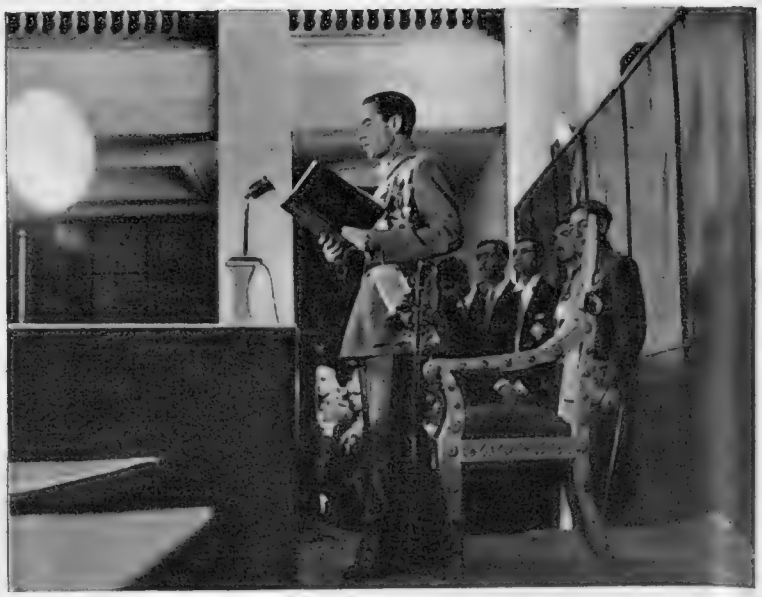
If Britain was not represented in a very positive way at the Paris Aero Show, it was at least significant that all the advanced designs which the French manufacturers had on view were powered with British jet engines. Britain also took advantage of the occasion to draw attention to her achievements in the field of helicopter design, and the cross-Channel flight of the Bristol 171, coinciding with the opening of the show, provided publicity of the right kind. There seems no doubt that the helicopter, now that it is gaining speed, has special advantages in providing a commercial link between the heart of London and the heart of Paris, eliminating, as it does, the rather lengthy car journeys between city centre and airfield and airfield and city centre.

INAUGURATING THE FIRST HELICOPTER COMMERCIAL LINK BETWEEN LONDON AND PARIS: A Westland Sikorsky, British-built and U.S. designed, piloted by Mr. Alan Bristow, landing on the Esplanade des Invalides 2 hrs. 20 mins. after leaving London. The machine picked up its two passengers from the roof of a garage near Olympia, London, and when they landed at Les Invalides they were in the very centre of the French capital. Last year Mr. Alan Bristow, also piloting a Westland Sikorsky, took part in a three-stage journey from London to Paris accomplished in 46 minutes. The first stage was flown by a Bristol 171. The cross-Channel stage was accomplished by a Meteor, and the Westland completed the trip

THE FOUGA CYCLONE ATTRACTS ATTENTION AT THE PARIS AERO SHOW: This jet plane, with an 85-lb. engine mounted on top of the fuselage, is recommended for personal flying

TAXI-ING TO THE GRAND PALAIS: This bi-motored amphibian of French manufacture landed on the Seine, and, after being hauled out of the water, was put on exhibition at the Paris Show. The French exhibits this year have caught the eye more than ever before. Britain is not widely represented, but the Ministries of Supply and Civil Aviation have stands

1. THE RE-EMERGENCE OF THE SHAH OF IRAN: H.M. Mohammed Reza Pahlevi arriving at the Palace of Justice in Teheran, his first public appearance for some months



2. THE SHAH ADDRESSES THE CONSTITUENT ASSEMBLY IN TEHERAN: His brother, Prince Ghulam, stands (second from right) behind the throne

3. INDIA'S MILITARY MISSION IN NEW YORK: Mr. Patel, India's Defence Minister, greeted at La Guardia Airport by Lieut.-Colonel Prinz

FOREIGN NEWS IN PICTURES

A Survey of Events Abroad

1 and 2. IRAN AND THE PROBLEM OF SUCCESSION: His Majesty Mohammed Reza Pahlevi Khan, who was shot at and wounded in February during a visit to the University of Teheran, made his first public appearance since that attempt, when he drove to the Constituent Assembly and delivered the inaugural speech from the throne. It is believed that the Shah has in mind a change in the constitution enabling a woman to succeed to the throne. His only child is a daughter. If parliamentary opposition proves too strong, one of the Shah's brothers, Prince Ghulam Riza, who is seen in the right-hand picture, may be chosen as Crown Prince. Prince Ghulam, who celebrated his twenty-sixth birthday this week, is one of six brothers of the Shah, who is himself in his thirtieth year. The recent attempt on the Shah's life was attributed to the Left-wing Tudeh party. As a result the party has been dissolved, and a number of its leaders, including a Minister in the Quavam Cabinet, have been put in gaol.

3. INDIAN DEFENCE CHIEFS TO TOUR AMERICA AND CANADA: Mr. H. M. Patel, Defence Secretary of the Government of India, leads the Indian Military Mission which was greeted recently at La Guardia Airport, New York, by Lieut.-Colonel Eugene Prinz, Chief Foreign Liaison Officer of the U.S. Army General Staff Corps. The mission flew the Atlantic in the Pan-American clipper *Paul Jones*, and, after touching down at La Guardia, they took off immediately for Washington in a United States Air Force plane. Their first conference was with Secretary of Defence Louis Johnson, and after that the Mission spent several days in touring American military installations. Before returning to India the Mission arranged to visit Canada. Meanwhile from New Delhi comes news of big developments in the Indian Army. An Indian Brigade of Guards is to be formed and modelled on the Brigade of Guards of the British Army. Recruits for the first battalion must be 6 ft. in height.

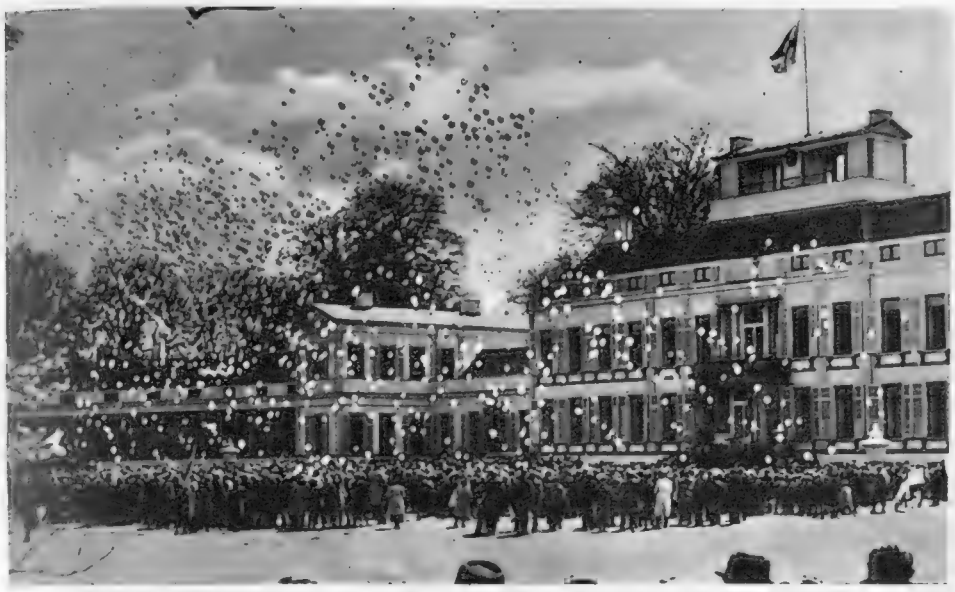
4. TURKEY AND THE SINEWS OF WAR: The New World is still busily redressing the balance of the Old, and American aid to Turkey continues on a lavish scale. At a recent ceremony in Istanbul the Benson and Buchanan class destroyers *McCalla* and *Buchanan* were turned over to the Turkish Government with due ceremonial, and they will be renamed the *Giresun* and the *Gelibolu*. They are each of 1,700 tons.

5. DR. WEIZMANN GIVES HIS BLUEPRINT FOR ISRAEL'S FOREIGN POLICY: Following his arrival in New York the Israeli President was fêted on all sides, and one of the big events of his stay in the city was the dinner in his honour at the

AN EX-QUEEN IN EXILE: Ex-Queen Marie Jose of Italy, sister of King Leopold of the Belgians, seen watching a parade from the window of her home at Glarnus, Switzerland, where she lives with the Prince of Naples, now undergoing his education in Switzerland

4. TURKEY RECEIVES TWO DESTROYERS FROM AMERICA: The U.S.S. "McCalla" and the U.S.S. "Buchanan" flying their new Crescent flags after transfer at Istanbul

5. ISRAEL'S PRESIDENT IN NEW YORK: Dr. Weizmann, with his wife and son (right), and some of the guests who gathered to do him honour



6. THE BALLOONS GO UP AT SOESTDIJK—THE SYMBOLS OF DUTCH REJOICING: One of the celebrations to mark the fortieth birthday of Queen Juliana of the Netherlands

7. QUEEN JULIANA ACKNOWLEDGES BIRTHDAY GREETINGS: The Queen at Soestdijk with the Prince of the Netherlands and their daughters

Waldorf-Astoria Hotel. In the course of his speech, Dr. Weizmann pledged his fledgling nation to insure the safety of the Holy Places in Jerusalem, and to accept and encourage the fullest international controls for their immunity and protection. One of the key points made by the President was: "No real incompatibility exists between the interests and concerns of Christianity, as recently expressed by the Pope, and the aspirations of the people of Jerusalem." The dinner was held under the auspices of the American Committee for the Weizmann Institute of Science. The Institute, a centre of scientific research and teaching at Rehovoth, Israel, will receive £100,000 as a result of the tribute to the Israeli President. Among those who gathered at the Waldorf-Astoria were Jascha Heifetz, the great violinist, who is seen on the left of the picture. Standing next to him and just behind Mrs. Weizmann, is Dr. Evatt of Australia.

6 and 7. A RED-LETTER DAY FOR THE HOUSE OF ORANGE: Large crowds went out to the Soestdijk Palace, near Amsterdam, to greet Queen Juliana on the occasion of her fortieth birthday, and there was a colourful scene indeed when thousands of balloons were launched in the Palace courtyard to mark the occasion. Every youth and many grown-ups in the crowd brought balloons, and the Queen, the Prince of the Netherlands and their daughters came out on the balcony to see the sight and acknowledge the greetings. In the bulb fields of Holland the tulips were in full bloom, and this year tens of thousands of orange tulips dominated the colour-scheme.

8. PROTEST FROM ASCHAFFENBURG: This Displaced Persons camp near Frankfurt-on-Main was recently the scene of a violent demonstration by Ukrainians, young and old, who held a protest march to make known their views on Russian foreign policy and to demand a free Ukraine. The demonstration was along the same lines as a demonstration in Munich on April 10, and neither was a matter for surprise. From the first days of British and American occupation in Western and Southern Germany the D.P. camps sent a steady stream of Poles, Ukrainians and Russians back to their homeland. Those men, women and children who went, went of their own free will because it was their wish to live under Soviet rule. Many thousands elected to stay, some because they knew they were wanted by the Russians. It is those people who represent the hard core of opinion in the D.P. camps to-day, and the problem of their future is one of appalling difficulty. If they left the camps they would become unwanted wanderers on the face of Europe.

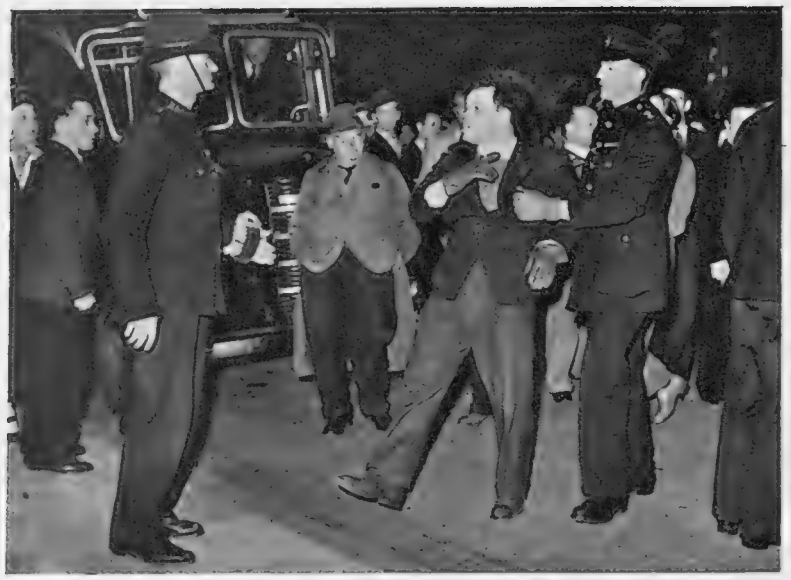
EX-KING UMBERTO AND HIS SON, THE PRINCE OF NAPLES: They are seen together during a recent holiday which the Prince spent with his father at the Villa Italia Cascais, in Portugal. They left at the end of April in order to join ex-Queen Marie Jose in Barcelona

9 and 10. GATOW AIRPORT GOES FROM STRENGTH TO STRENGTH: When Mr. Attlee visited Berlin earlier in the year he described the air-lift as one of the wonders of the world. The Prime Minister, in making that declaration, was emphasising the high degree of co-operation that has existed at this airport, which has been enlarged steadily through the months to take the increasing weight of traffic, regular soldiers, short-service soldiers, members of the R.A.F. and German civilians all working together in perfect harmony upon the tasks assigned to them. American and British planes have flown into Gatow with split-second timing. There has been little or no margin for error, and errors have been few and far between. Now Gatow is being still further enlarged, and it is not suggested that lifting the blockade of Berlin should alter matters. Meanwhile, at Frankfurtthe Americans are going ahead with a second runway at the Rhein-Main air supply base, one of the despatching ends of the air-lift.

8. UKRAINIANS PROTEST AGAINST SOVIET POLICY: Members of the Aschaffenburg D.P. Camp with a banner depicting Stalin as a butcher

9. ANOTHER RUNWAY FOR GATOW: A diesel levelling machine about to cross the tape and start work on Berlin's new landing-strip in the British sector

10. MAKING THE WAYS STRAIGHT: Some of the high-speed levelling machines which are now clearing a new area at Gatow for British and American planes



LONDON, EAST END—AN INCIDENT IN RIDLEY ROAD, DALSTON: Police dealing with a demonstrator during the meeting organised by Mosley's Union Movement. Sir Oswald did not address the meeting, but arrived afterwards for a social evening with supporters

LONDON, WEST END—AN INCIDENT IN GROSVENOR SQUARE, MAYFAIR: A number of young men chained and padlocked themselves to the railings of the American Embassy. They carried posters with the words: "Yankee millionaires want British cannon-fodder." Police used hack-saws in order to sever the chains

MAY MERRY-GO-ROUND

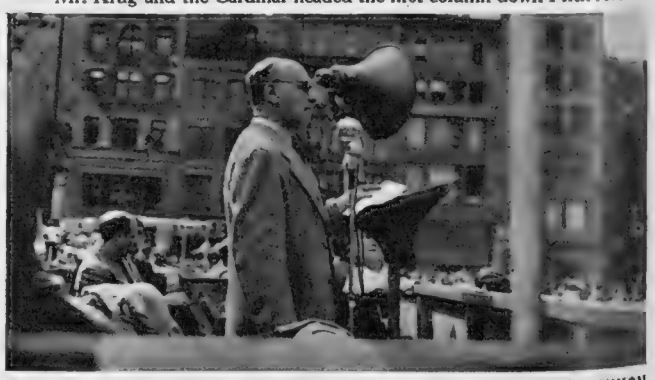
Rival Parades in the World's Great Cities

May Day brought messages to the world from its political leaders, but it showed, more than ever, how sadly divided are the nations and the cities. In London, New York, Paris and Berlin there were the inevitable rival demonstrations. If anything, the Communists in Paris, London and New York were more than usually isolated, and it seemed that the Left-wing groups were drifting steadily away from Communist authoritarianism. As for de Gaulle, he could not complain on the score of attendance at his important rally in the Bois de Boulogne, but it seemed that there was a falling-off in the fervour for his extreme Right-wing line of reasoning.

NEW YORK—THE LOYALTY DAY PARADE IN MANHATTAN: Boy Scouts with their flags passing the reviewing stand on Upper Fifth Avenue—117,000 marchers took part in this demonstration planned as a counterblast to the parade of the Left-wing groups down Eighth Avenue and as a protest against Communism and Soviet expansion

NEW YORK—BROOKLYN STAGED ITS OWN LOYALTY DAY PARADE: 70,000 people marched along the two-mile route from Grand Army Plaza to the Borough Hall, where the reviewing stand was located, like Manhattan, giving their answer to the May Day activities of Left-wing groups

NEW YORK—ON THE REVIEWING STAND IN 67TH STREET: America's Secretary of Labour, Mr. Maurice Tobin, who acted as Grand Marshal of the Loyalty Day parade; Secretary of the Interior, Julius Krug; Cardinal Spellman, Archbishop of New York; Charles Silvers, Chairman of the Citizens' Committee for the Parade; and Mayor O'Dwyer. They are seen watching the march-past. Mr. Tobin, Mr. Krug and the Cardinal headed the first column down Fifth Avenue



NEW YORK—GERHART EISLER ADDRESSES THE CROWD IN UNION SQUARE: The American Communist leader, who is out on bail pending an appeal from a contempt of court conviction, speaking after the May Day parade of Left-wing elements

PARIS—GENERAL DE GAULLE ADDRESSES A MONSTER PARADE IN THE BOIS DE BOULOGNE : The leader of the Rally of the French People spoke of the decadence of the present regime and the folly of its foreign policy. The ineptitude of that policy, he declared, had allowed the former Allies of France to impose upon her. The "mediocrity team," "the chloroform team" and "the fox that has lost its tail and wants all the other foxes to lose theirs," were some of the epithets used by the General in his violent attack. While de Gaulle was speaking there were Left-wing demonstrations at the other end of Paris

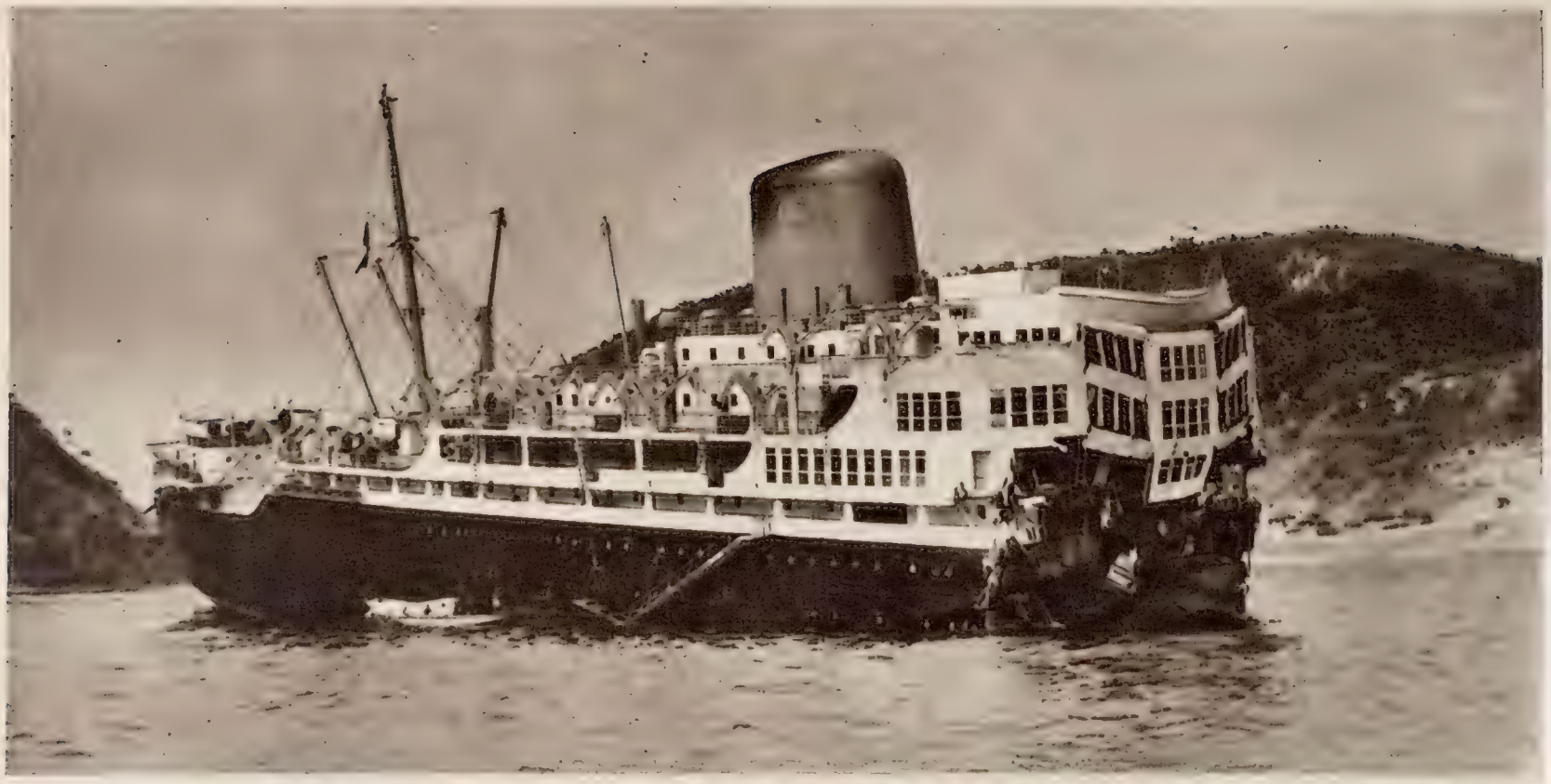
PARIS—COMMUNISTS ON THE REVIEWING STAND : M. Jacques Duclos (centre, wearing band), Secretary-General of the Communist Party in France, watching the May Day Parade in the East End. On his right hand is M. Benoit Frachon, Secretary-General of the C.G.T., and on his left hand Mme. Salleyrette, of the Paris Bureau, C.G.T. M. Duclos spoke from the tribune

BERLIN—ANOTHER CITY WHERE THERE WERE RIVAL DEMONSTRATIONS : Carrying red banners and flags the trade unionists of the Soviet Sector marched down Unter den Linden on their May Day parade. Meanwhile to the west of the Brandenburg Gate the trade union groups of the Western Sectors also marched. The Eastern Sector rally was the more spectacular. A whole forest of banners, placards and red flags was carried in Unter den Linden and past the speakers' tribune in the Lustgarten

PARIS—THE COMMUNISTS FORGATHER IN THE BASTILLE SQUARE AFTER MARCHING FROM THE PLACE DE LA NATION : It was hardly the monster rally of former years; in fact, the demonstrations and processions were unusually thin. The speeches showed more than ever this year their Communist inspiration, and it was apparent that many of the Left-wing groups were giving their support to the present Government

COPENHAGEN—THE SOCIALISTS' MARCH THROUGH THE CITY : With the Danish flag and red banners the Socialists cross one of the bridges en route to Copenhagen's Fælledparken, where the Communists held a rival May Day celebration. In years gone by Fælledparken has been the scene of the bitterest battles, but this year there were no major incidents

PRAGUE—THE BANNERS LEAD THE WAY TO WENCESLAS SQUARE : The general public was barred from the square as 5,000 soldiers, 1,000 security police and several thousand worker militia went there on May Day to hear President Gottwald



THE MID-SECTION AND STERN OF THE ROYAL MAIL LINER "MAGDALENA" AFTER THE VESSEL HAD BROKEN IN TWO AND GONE AGROUND AT THE ENTRANCE TO RIO DE JANEIRO HARBOUR: It was thought that the vessel broke her back when she went on the Tijuca rocks. Later she was towed into deep water, and, when on the threshold of safety in Rio de Janeiro harbour, she was caught in a heavy swell and broke in two. The midships and stern section grounded

THE WRECKED SMOKING-ROOM OF THE "MAGDALENA": A scene of chaos within the great liner after she had broken up in Guanabara Bay. The buckling of plates below the bridge and a loud rending noise preceded the parting of the bow section from the midships and stern section. About 1,000 tons of frozen meat were accommodated in this section

Whatever happens, the *Magdalena* has proved a costly casualty in the insurance world, and it now appears that British underwriters will have to bear the brunt of the loss, as the reinsurance effected abroad is not much more than 10 per cent. of the total sum involved, which is over £2,000,000. An experienced salvage officer left Europe for the scene of the disaster soon after the news became known that the *Magdalena* had broken in two, and upon his verdict will largely depend the fate of the *Magdalena*. The owners are confronted with several alternatives: to build a new liner with the substantial insurance money; to salvage the two sections of the *Magdalena* and make a complete repair job; or to salvage the stern and build new bows. The second alternative, if practicable, may well prove the most acceptable, as the building of a new liner would occasion many delays and it would be several years before the Royal Mail Line began to reap any reward.

The TRAGEDY of the "MAGDALENA"

The Ill-fated Royal Mail Liner Which Broke in Two off Rio de Janeiro

THE POINT BENEATH THE BRIDGE WHERE THE TWO SECTIONS OF THE "MAGDALENA" PARTED COMPANY: When these pictures were taken the stern was aground in Sandy Cove and the gaping hole amidships was being lapped by the water. This mid-section was buoyant, and while the weather remained calm, hopes of substantial salvage ran high. The bow section was stranded over a mile away from Sandy Cove. Searchlights played upon it to warn shipping

THE LAST DITCH IN SHANGHAI

Another Vital Phase in China's Civil War

THE MAN WHO ORDERED SHANGHAI CITIZENS TO WORK ON "THE LAST DITCH": General Tang En-Po, commander of the Shanghai garrison, who was preparing last week for the onslaught of the Communist armies which had been pouring steadily across the Yangtse. His Maginot Line, including a tank-trap, did not inspire confidence

MAOTSE WATCHES THE SOUTHWARD THRUST OF HIS ARMIES: The Chinese Communist leader who has the enormous task of following up the victory by establishing sound administration in the conquered cities and the countryside. Too many jobs to be filled and too few men of the right calibre to fill them is his main problem

Garrison headquarters, Shanghai, was hectically engaged last week in preparing the defence of the city, but somehow it was hard to believe what General Cheng-Ta-Cheng, the area commander, said about another Stalingrad, and to believe in what General Tang En-Po did in the way of defensive measures. Neither his wooden stockade on Shanghai's perimeter nor his hastily devised anti-tank trap looked like real barriers for the hordes from the north. At the beginning of May the Communists were well and truly across the Yangtse. Nanking was firmly in their hands, and the advance was continuing south-eastwards for Hangchow. It required no great student of tactics to appreciate the nature of this latest out-flanking movement, which had as one objective the main line from Shanghai to Hangchow, the last escape route by land.

While Shanghai was preparing its defences the life of the city went on more or less as usual, apart from the invasion of hotels, which were converted into Nationalist strong-points. Inflation ran riot. A shave was costing 3,000,000 gold yuan last week, which at the August rate of exchange with the American dollar and the British £ represented £180,000. By comparison, coffee and a doughnut were very reasonable at half the price.

WHILE OTHERS MANNED THE DEFENCES, SOLDIERS AND CIVILIANS POURED SOUTH-WESTWARD FROM SHANGHAI: *Left*—The main road jammed with citizens on the way out towards Hangchow, bent on avoiding the encircling movement of the Communists. *Right*—Nationalist soldiers, ordered south for re-grouping, leaving Shanghai by water. Their departure betokened no great confidence on the part of the area commander in Shanghai's ability to hold out

BUILDING AN ANTI-TANK TRAP TO HALT THE COMMUNIST ARMOUR: Workers from the farmlands round Shanghai, pressed into service by the Nationalist commander, General Tang En-Po, engaged upon a task which few thought would really help to halt Maotse's armies. While the civilians worked on "the last ditch" defences, plans were already on foot for re-grouping the Nationalist forces many hundreds of miles to the south. In Shanghai itself luxury hotels were turned into machine-gun posts. Shops, restaurants and theatres mostly endeavoured to carry on with "business as usual." Inflation ran completely riot

AS THE COMMUNISTS ADVANCED TO THE WESTERN APPROACHES OF SHANGHAI: Citizens converting a wide irrigation ditch into an anti-tank trap by making a vertical drop on one of the banks. As they worked they could hear the artillery of the 29th Communist Army which was attacking Chingyang-chiang, twenty miles from Shanghai

"SPARROW'S" RETURN—THE ROYAL NAVAL SLOOP, WHICH WAS TRAPPED FOR FOURTEEN DAYS IN THE ANTARCTIC ICE IN FEBRUARY, SEEN ON RETURN TO DEVONPORT, WHERE SHE IS PAYING OFF: During her commission this vessel of the modified Black Swan class, a half-sister of one of the Yangtse warships, steamed 57,760 miles, her travels including a trip of 1,000 miles up the Amazon and a cruise up the west coast of the United States as far as the Strait of Juan de Fuca and the port of Vancouver. In February, while engaged in a routine tour of bases in the Antarctic, the "Sparrow" became locked in the ice of Admiralty Bay, and it was thought at one time that she would have to spend the whole winter there. The survey ship "John Biscoe" came to the rescue, however, and helped to cut a passage for the "Sparrow." When the "Sparrow" sailed for the Falkland Islands she had on board a number of Adelie penguins. These died en route

ONCE THIS WAS HITLER'S YACHT—THE "GRILLE" MOORED AT THE FISH MARKET, MALTA, ALONGSIDE A FREIGHTER OF THE AMERICAN EXPORT LINE: The yacht, in which the Führer was wont to relax from the cares of State, is now owned by the millionaire head of a textile manufacturing family in Syria, and is now on the way to New York to embark other members of the family. Though the Nazi eagle and swastika are still just discernible beneath the yellow paint on the hull of the 3,800-ton vessel, the guns are gone from their positions and the Red Ensign flies at the stern

BOMBARDING A CRUISER WITH GAMMA RAYS

The *Arethusa* is the Centre of a Great Naval Experiment; and Other Naval and Mercantile News

H.M.S. *Arethusa*, a cruiser already earmarked for disposal, is now anchored at 50 deg. 44 mins. 9 secs. north and 1 deg. 0 min. 6 secs. west, which is a mile or so to the east of Bembridge, Isle of Wight. Large red flags by day and two red lights, one above the other, at night are shown by H.M. ships patrolling the boundary of the area where she is anchored as a target for atomic tests. A warning has been issued to all shipping that it is dangerous to go within a radius of 1,000 yards of the *Arethusa*, and warning buoys have been stationed to keep yachts and motor-boats well away.

Last week the Navy embarked on these elaborate tests, and the idea was to bombard the guinea-pig warship from varying ranges with gamma rays. Instruments installed in the ship measure the effects of the rays. Gamma rays are produced during the disintegration of radio-active elements. They are actually photons of great energy and very short wavelength, which give them penetrating power stronger than that of the characteristic X-rays of heavy elements. Indeed, gamma rays can pass through several centimetres of lead before being reduced to half intensity. There is no lead, asbestos or concrete in the guinea-pig *Arethusa*, which is thus exposed to the full intensity of the gamma-ray bombardment. A pierhead from the D-Day Mulberry harbour is acting as one of the bombardment pontoons and this is shown in the picture at the top of these pages.

The *Arethusa* is a vessel of 5,220 tons. When she was built in 1933-35, she cost £1,251,161. Electric welding was used extensively in the hull, and aluminium-covered plywood for cabin partitions also tended to reduce her gross weight. Her sister-ship *Aurora* has been lent to the Chinese Navy and renamed *Chunking*. Two other sister-ships were lost during the war, the *Galatea* and the *Penelope*, the former being torpedoed off Alexandria and the latter off the Pontine Islands, in the Tyrrhenian Sea.

THE ATOM TEST SHIP TAKES STATION OFF SPITHEAD PRIOR TO BOMBARDMENT BY GAMMA RAYS : The 5,000-ton cruiser at anchor near the Nab as she awaited the start of the experiments which are continuing for six weeks. It was arranged that the vessel, without a ship's company or any living thing on board, would be bombarded with gamma rays from radio-active material installed on pontoons. One of these pontoons, a pierhead from the D-Day Mulberry harbour, is seen in the background on the right. The "Arethusa" has been given no special protection from the rays, as the tests are designed to find out how a warship with no lead, asbestos or concrete will stand up to gamma radiations. The area near the cruiser has been notified as a danger area to shipping

THE SHIP WHICH HAS BEEN BUILT IN A BARN—THE STORY OF THE SEVEN-TON "EASTBOURNE QUEEN" : *Left*—The fishing and pleasure craft being moved from the barn at Pevensey, where she has been constructed by Mr. R. Pragnell. *Right*—The vessel in the open field where fitting-out operations are taking place before conveyance to the shore on rollers. The builder has had to overcome several problems. The barn, for instance, was too small to take the keel, so one end had to be knocked down and an extension built. The boat, which will carry 100 people, is being fitted with two 65-h.p. engines

1,800 PEOPLE WERE CALLED IN TO FIGHT THIS FIRE IN A PIT-PROP YARD BETWEEN WEST HARTLEPOOL AND SEATON CAREW: A thousand troops, fed from field kitchens, assisted 400 firemen and 400 civilians to quell the flames, which covered 25 acres of the 65-acre field where many millions of pit props are stacked. The 400 firemen represented 15 brigades drawn from areas extending from Northumberland to the North Riding. The blaze, fanned by a strong wind, spread quickly, and people living in the path of the fire were helped in evacuating their homes by the loan of army lorries

THE GREAT PIT-PROP BLAZE

Troops Fight the West Hartlepool Fire

FIREMEN AND TROOPS TACKLE THE GREAT FIRE: *Left*—**Firemen, when directing their hose on to the blaze, lay on the ground to escape the scorching heat of the burning timber.** *Right*—**Troops passing pit props from hand to hand as a 30-yard gap was made in the hope of halting the spread of the flames**

One of Britain's most spectacular fires in recent years took place in the pit-prop yards of the National Coal Board, covering an area nearly two miles long and half-a-mile wide between West Hartlepool and Seaton Carew. While the battle lasted, it was on a giant scale, as witness the fact that 1,800 people were at one time engaged in checking the flames, among them 1,000 troops summoned from Northern Command. The 400 firemen used 20 miles of hose to direct water on to the blaze, and the troops cut a swathe 30 yards wide through the vast pile of pit props. These measures eventually proved successful in stopping the spread of the fire, although the first gap was bridged by the flames before completion. Troops with furniture vans helped to move furniture from 100 homes in the path of the fire, and 500 people received preliminary warning to move. At one stage water supplies proved inadequate, water having to be pumped from the shore. To assist pumping during the hours of darkness, a searchlight unit provided illumination for the troops engaged in the operations. Field kitchens were brought on the scene by Northern Command to provide the men with food.

DISASTER IN TWO CITIES

THE FIRE AT A GLASGOW CLOTHING STORE: THE TURIN FOOTBALL TEAM, LOST IN AN AIR CRASH

THE FIREMEN PLAY THEIR HOSES ON THE BURNING GOWN SHOP IN ARGYLE STREET, GLASGOW: Thirteen sales-girls were killed by burning, by suffocation, or by jumping to death when the fire swept the building, and twenty-four people were injured

THE GLASGOW TRAGEDY—FIRE SWEEPING THE ARGYLE STREET GOWN SHOP: This picture shows one of the routes by which the girls from the shop were brought to safety. One of them is being helped down the ladder by a fireman. Within fifteen minutes of fire breaking out near a small fuse cupboard under the stairs the flames had shot up the lift shaft and established a complete hold upon the building. Most of the customers escaped, but as flames cut off the stairs the girls retreated to the upper storeys of the building. As they climbed out of the top windows some were helped along a narrow ledge to the roof of the Argyle Cinema. From there they leapt to the roof of the Glasgow and London Clothing Co. Many of them were too frightened to use the escape ladders and were carried by firemen. Every available fire engine in Glasgow turned out to deal with the outbreak. Six ambulances took nineteen girls to hospital. The manager of the store, Mr. J. Ross, received severe burns while helping members of the staff and customers to escape. He was taken to hospital but, after treatment, returned to give further assistance. Argyle Street is one of the busiest thoroughfares in Glasgow, and mounted and foot police cordoned off the area, diverting all traffic

THE TURIN TRAGEDY—THE WRECKAGE OF THE TRANSPORT AIRCRAFT IN WHICH EIGHTEEN PLAYERS OF ITALY'S CRACK FOOTBALL TEAM, TORINO F.C., LOST THEIR LIVES AND IN WHICH THERE WAS A TOTAL DEATH-ROLL OF TWENTY-NINE: The aircraft, which was bringing the team back from Portugal, came in low through cloud and struck the top of the hill of Superga. It lost a wing and crashed in the grounds of the basilica. Altogether twenty-nine people—players, officials and sports writers—are believed to have died in the plane. Among them was Mr. Leslie Lievesley, the team's English manager and a wartime trainer of Commando troops. The news of the disaster was given the same evening in the Chamber of Deputies, the announcement being made by the Defence Minister. In Turin all theatres and cinemas were closed. One correspondent declared that "In Milan the news of the crash created a bigger shock than any international event for two years"

IN THE GARDENS OF TURIN BASILICA: The wrecked transport after it had been burnt out. Three of the victims are seen on the left. So quickly did the flames consume the plane that there was no hope of effecting any rescues. Hundreds of football enthusiasts waiting to welcome the Torino team home from the Portuguese tour witnessed the disaster

THE CELEBRATED MIDDLE TEMPLE HALL WHERE PREPARATIONS ARE BEING MADE TO RE-ERECT THE SIXTEENTH-CENTURY OAK SCREEN WHICH WAS CRUSHED BY FALLING MASONRY WHEN THE HALL WAS HIT BY A BOMB IN 1940 : The work of restoring the massive hammer-beam roof has already been achieved, and the screen is being put up in the original place in front of the Minstrels' Gallery. Piecing together the fragments has been an immense labour. After the bombing the fragments were stored in sacks

MIDDLE TEMPLE'S MIGHTY JIG-SAW

Restoring the Shattered Renaissance Screen

Although damage to Middle Temple Hall was severe, it has been found possible to repair it, and the famous Hall, when work is completed, will be much as it was after it was built in 1572. Shakespeare's *Twelfth Night* was played in Middle Temple Hall before Queen Elizabeth in 1602, six months after the first performance at the Globe Theatre, and it is thought that Shakespeare himself took part. The unique carved oak screen dates from 1575 and the doors were added in 1671. Two interesting but false theories have been advanced concerning the screen; one, that it was said to be an exact copy of the Strand front of old Somerset House; the other that it was constructed from timber used in ships of the Spanish Armada. It has been established, however, that the screen was set up in 1575, thirteen years before the Armada was organised.

On left—**THE DOORS OF THE SIXTEENTH-CENTURY OAK SCREEN : Mr. W. Pye, a wood-carver, is putting a new arm on one of the battered figures. The screen has two such doors, each very elaborately adorned with floral patterns**

PIECING TOGETHER THE MIDDLE TEMPLE HALL'S GREAT OAK SCREEN, A GEM OF THE RENAISSANCE CARVER'S ART: *Left*—Sorting out the fragments salvaged when the eastern wall of the Hall caved in during the blitz. *Right*—Assembling part of the frieze which runs along the top of the columns of the screen. The men are working with the aid of an elaborate scale drawing. Wood-carvers are having to add some new sections, but it is remarkable how much of the screen survived the ordeal of the blitz, albeit in fragments of greatly varying size. Some were no bigger than matchsticks

THE ASSEMBLY OF THE FRIEZE OF WHAT HAS BEEN DESCRIBED AS THE FINEST CARVED SCREEN IN CHRISTENDOM: Cleaning and sorting out the shattered remains. As the work goes on the task becomes easier, but at first the sorting of the fragments from sacks stored in the crypt of the Middle Temple seemed to be endless. The existence of a good scale drawing of the screen has been of immense value, and this has made it possible to substitute new carving, adhering in minute detail to the original, for those fragments splintered beyond recognition

1. CHANGING THE GUARD AT EDINBURGH CASTLE: Pipers of the Royal Scots at the colourful ceremony on the Castle Esplanade, at which they relieved the 69th Heavy Anti-Aircraft Regiment, R.A.

2. CRUISE OF THE "BERYL TOLLEMACHE": Eastbourne's new lifeboat leaving Shoreham to undergo its trials

3. BLITZED BUT BRIGHTER LONDON: Erecting a greenhouse on the site of one of the gardens on Ludgate Hill in the shadow of the Old Bailey

HOME NEWS IN PICTURES

A Survey from London and the Provinces

1. PAGEANTRY ON EDINBURGH'S CASTLE HILL: At a colourful ceremony the Edinburgh Castle Guard of the 69th Heavy Anti-Aircraft Regiment, Royal Artillery, was relieved by the 1st Battalion, The Royal Scots. The parade formed up in Queen Street, Edinburgh, marching *via* Hanover Street, Princes Street and the Mound, and the guard-changing ceremony took place on the Castle Esplanade in the presence of quite a number of spectators. In this picture the pipe-band is seen marching past the equestrian statue of the late Field-Marshal Earl Haig Scotland's most renowned soldier in modern times.

2. EASTBOURNE'S NEW LIFEBOAT: The *Beryl Tollemache*, which has cost about £14,000 to complete, is the gift of Sir Lyonel Tollemache and Lady Tollemache in memory of their daughter Beryl. The vessel, now undergoing her trials from Shoreham, is 41 ft. long and her beam is 12 ft. 3 ins. She weighs approximately 16 tons, and is a motor cabin lifeboat specially designed for beach launching. She is powered by two Weyburn twin-screw A.E.6 six-cylinder petrol engines of a high-speed type developing 35 h.p. at 3,300 revolutions per minute, which is reduced to a propeller speed of 900 r.p.m. The craft will leave Shoreham for Eastbourne at the end of June.

3. THE TRANSFORMATION OF LUDGATE HILL: The first steps are now being taken to beautify the bomb-sites of the City of London and pending rebuilding operations many of the sites will be made into gardens. With the co-operation of City business houses the sites are being laid with lawns and flower-beds, and there will even be rock pools and greenhouses for forcing young plants. When the scheme is working fully it is hoped that flowers and plants will be sold at the sites to help pay for the cost of the scheme.

4 and 5. HARRODS OF 1849 COMES TO LIFE: Harrods is celebrating its centenary, and to mark the occasion there has been resurrected within the great store in the Brompton Road the little grocery shop which began trading in Knightsbridge Village in the second decade of Queen Victoria's reign. This Harrods of the past rises in the central hall of the famous store, a store which now extends into the three boroughs of Chelsea, Kensington and Westminster, and last week London's Lord Mayor, Sir George Aylwen, supported by the Mayors of Chelsea, Kensington and Westminster, officially resurrected this little business of the past. He even went so far as to weigh out a pound or so of tea on the old-fashioned scales. Later, at the Centenary lunch, Sir George, best orator of all London's Lord Mayors in recent years, commended the first Harrod on his perspicacity in "getting away from the City," realising that ladies of fashion wished to shop in gayer surroundings. The old shop, which the Lord

GAME, SET, MATCH! Joy Gannon, one of Britain's most promising woman lawn-tennis players, and Tony Mottram, our Davis Cup No. 1, at Hurlingham after the announcement of their engagement. Mottram had just returned from Lisbon, where, with Paish, he saw Britain through a Davis Cup round.

4. THE HARRODS CENTENARY: Watched by Sir Richard Burbidge, Sir George Aylwen, Lord Mayor of London, weighs out tea in a replica of the Harrods of 1849

5. BACK TO 1849 IN THE BROMPTON ROAD: The Mayor of Westminster buys a flower from a Harrods seller in the costume of 100 years ago

6. **ROYAL VISIT TO BRITISH INDUSTRIES FAIR : The Queen arriving with Princess Elizabeth and the Duke of Edinburgh. In the centre is Mr. Harold Wilson**

7. **A CONQUERING HERO'S RETURN : Mr. Alan Hess (centre), who created records at Indianapolis, greeted aboard the "Queen Elizabeth" by Colonel Waite**

Mayor opened, can be entered not only from the front door but from each of the other three sides, each entrance leading from a different department.

6. ROYAL VISIT TO THE B.I.F. : The Queen, Queen Mary, Princess Elizabeth, the Duke of Edinburgh and the Princess Royal spent nearly three hours touring the British Industries Fair, Earls Court section. In the Commonwealth section, Queen Mary said at the South Africa stand : "I hear that snoek is not so bad, really." An official from South Africa House answered : "I can confirm that absolutely." Queen Mary and Queen Elizabeth were most interested in the textile displays, being attracted by a new weave design for cotton goods from Manchester. They asked for patterns to be sent to the Palace. The London sections of the Fair at Olympia and Earls Court attracted nearly 15,000 buyers on the opening day. It was reckoned that one-fifth of these buyers were from overseas. Business was brisk. One buyer from Brazil had £150,000 to spend on behalf of a single department store. A buyer from Finland gave a £25,000 order for raincoats.

7. THE AFTERMATH OF THE INDIANAPOLIS TRIUMPH : Mr. Alan Hess, one of the three British drivers, who in an Austin A 90 Atlantic Convertible captured sixty-three American stock-car records at an average of 70·54 m.p.h., returned to England in the *Queen Elizabeth*. Appropriately enough, Mr. Hess was greeted at Southampton by Colonel Arthur Waite, Director of Exports. Mr. Hess and his team-mates have undoubtedly struck a great blow for British motor exports at a time when we have vital need of increasing our foothold in the American market. At the same time the Austin Motor Company follows up the successes of the A 90 on the track by announcing the introduction of the A 40 Devon Mark II Saloon, a simplified version of the current A 40 car which has done well abroad. The new model, priced at £328, plus £91 17s. 3d. purchase tax, is for export only.

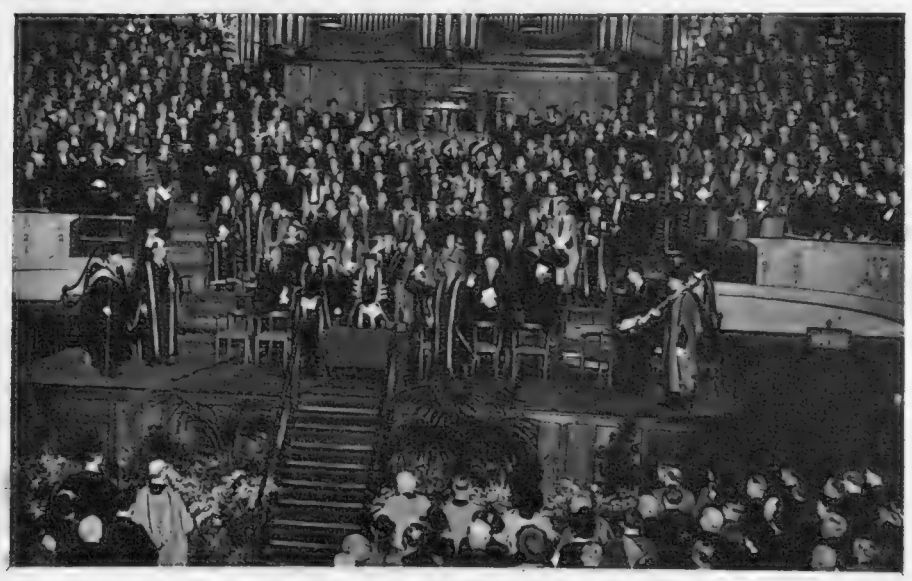
8 and 10. A GREAT DAY IN THE ANNALS OF NOTTINGHAM : On May 3 the new University of Nottingham celebrated its advance from the status of a University College, and in a first public ceremony Lord Trent was installed as its Chancellor. At the Albert Hall, Lord Trent was installed by the Duke of Portland (the senior Pro-Chancellor). Lord Trent had formerly taken part in the academical procession through the city, and the arrival of the Chancellor, preceded by a mace, the gift of the city, was hailed by fanfares sounded by trumpeters of the Royal Horse Guards.

9. THE ART OF SIR THOMAS BEECHAM : The great conductor was honoured on his seventieth birthday when he was entertained to a luncheon at the Savoy Hotel. He told his friends that in future he intended to go on with even greater vigour "making use of what a somewhat indifferent statesman had referred to as his unbridled tongue." Among Sir Thomas's birthday gifts was a cake, with a gramophone record *motif*, presented to him at the H.M.V. showrooms. There was an Albert Hall concert to honour Sir Thomas, the big event being the brilliant performance of Delius's *Sea Drift*.

8. **NOTTINGHAM BECOMES A FULLY-FLEDGED UNIVERSITY : Members of the Senate and professors in the procession from the Council Chamber**

THE SHADOW OF THE FOURTH-FORM ROOM : King Feisal, fourteen-year-old King of Iraq, son of the late King Ghazi and grandson of the first King Feisal, seen with a fellow-Harrovian, Richard Prior, on the first day of his first term. The King's father was also at Harrow, in the days of Dr. Ford, later Dean of York. In the background are the "old-school" buildings

9. **SIR THOMAS BEECHAM RECEIVES A SEVENTIETH-BIRTHDAY CAKE : Incorporated in the design of the cake is a gramophone record**



10. **INSTALLATION OF THE FIRST CHANCELLOR OF NOTTINGHAM UNIVERSITY : Lord Trent with the University Council and civic dignitaries at Albert Hall, Nottingham**

ST. IVES IS SAVED

The Arts Council Rescue the Artist's Colony

St. Ives Society of Artists, one of the oldest artists' colonies in Europe, of which Sir Alfred Munnings is President, has been saved from extinction by the Arts Council of Great Britain. The only regret is that all is not well in this Cornish art colony, and the break which appeared a year ago, when the "moderns" walked out, has not been healed. For the traditionalists, the protégés of Sir Alfred, however, a new era has opened. With the help of fellow-artists in Chelsea, Montmartre and Greenwich Village, they raised just over £2,000 to acquire the Porthmeor Studios, and now the Arts Council has advanced £4,000, free of interest, in order that the studios might survive, and that they might form a permanent memorial to the late Mr. Borlase Smart, a local oil-painter of seascapes, who devoted his life to the furtherance of Cornish art. Now it remains to be seen if the rebellious "moderns" will come to heel.

WHERE THE CORNISH ARTISTS ARE NOW ASSURED OF THEIR TENANCY—THE PICTURESQUE HARBOUR OF ST. IVES: The Arts Council have now advanced £4,000 to the St. Ives Society of Artists, to complete the purchase of Porthmeor Studios. In an appeal launched by the Society, £2,000 was obtained towards a total of £6,000. Then the Arts Council came to the rescue

AN ARTIST AT WORK IN THE LITTLE CORNISH HARBOUR: Mr. Fred Bottomley, who has been a member of the St. Ives Artists' Society for nearly twenty-five years, seen at work on a canvas in the spring sunshine

LOOKING OUT ACROSS THE SANDS TO THE ROLLING ATLANTIC: The coastline around St. Ives Bay as it appears to an artist sitting on the window-sill of his studio on the harbour front. One of the resident "moderns" might view it differently

RETURNING FROM THE BEACH: Commander G. F. Bradshaw, D.S.O., Secretary of St. Ives Society of Artists, climbs up to his studio near the harbour

SURROUNDED BY CANVASES IN A CORNISH STUDIO, NOW ASSURED OF ITS CONTINUED EXISTENCE: The Piazza Studios of Mr. Bernard Ninnes, Vice-President of the St. Ives Society. This is one of the studios around the harbour and bay of St. Ives; studios which have made the town world-famous

THE INITIAL TRAINING STAGES AT THE KENNELS: A novice dog is kept tied to a stake while he watches a more advanced pupil retrieve a dummy and bring it safely back to the trainer

TEACHING THE TRAINEES THE ART OF BEING GOOD GUN-DOGS—BECOMING USED TO THE SOUND OF A SPORTING GUN AT THE CALEDONIAN KENNELS AT ONIBURY, SHROPSHIRE: The dogs are tied to a stake while undergoing this initial stage in their training

GUN-DOGS IN THE MAKING

A Specialised Task at a Shropshire Kennel

The implicit obedience of a gun-dog engaged on a shoot is not a natural attribute. It is the result of highly specialised training. At the Caledonian Kennels, Onibury, puppies, and even older dogs, undergo a special course. This course of training, lasting four months, calls for much patience on the part of the trainer. Paradoxically enough, the training of a gun-dog begins with the freedom to chase rabbits. This stimulates keenness. Grafted on to that must be a prodigious self-discipline, and there indeed lies the trainer's art, the results of which are shown in some of these pictures.

A TRAINEE RETRIEVES LIVE GAME, AND WITHOUT CAUSING INJURY: This part of the training is intended to make the dog acquire a "soft" mouth. It is done with the aid of a dead rabbit which is trailed through the grass leading to a hidden bird

NEARING THE END OF ITS COURSE—THE DOG LEARNS TO OBEY INSTRUCTIONS: A live bird has been released in front of the dog and the gun has been fired; but the trainee dog remains still until instructed to move—a severe test of discipline indeed

ONE OF THE MOST VITAL LESSONS IN THE TRAINING OF THE GUN-DOG—IMPLICIT OBEDIENCE TO THE SPORTSMAN: When the dogs are nearing the end of their course they are put into an enclosure for a period of time while a number of rabbits are driven past them. Their good training teaches them not to move until instructed to do so by the sportsman. While out in the field during a shoot, the dog has to remain rooted to the ground until sent to retrieve

HOW MOTORING WAS RESCUED IN ITS INFANCY

The Remarkable Achievement of the A.A.

By CHARLES GRAVES

THE registration of the 800,000th member of the Automobile Association the other day is a remarkable statistic, and a far cry from 1905, when the A.A. was born in a borrowed room in Fleet Street, with a borrowed typewriter, ninety members, and a bank balance of less than £100. What is more, new members are being enrolled at the rate of 750 a day. The A.A., in fact, is the largest motoring organisation in the world, including the United States. And every year it is providing new benefits for its members. In London the radio control breakdown service at night is immensely useful, and will be extended to the provinces as soon as it is requested. (At the moment there is, surprisingly, no direct evidence that it is required.) Another service is the new Handbook in three editions—England and Wales, Scotland, and Ireland—which is given free to the members, though it cost £100,000 to produce. As for travel on the Continent, members can, for a fee of 10s., insure themselves against having to pay for major repairs on the spot if they have an accident. Under this scheme, the A.A. bears the cost of sending a car by rail from the scene of the breakdown or accident to the return Continental port. All the member has to do is to arrange for his car to be sent on a goods train from the nearest station. The rail charges will be paid by the nearest A.A. agent, who will also put the car on board ship for return to Great Britain.

If you are a member of the A.A. and have trouble in Holland, the Road Patrol of the Dutch Touring Club will come to your assistance free. The same holds good in Belgium. In Switzerland, you can dial 11 from the nearest telephone, say "Touring Secours" (Help), report your position and what has gone wrong, and in a matter of minutes the Swiss Telephone Exchange will send a breakdown gang from the nearest garage to you. Similarly, in Denmark, if you are a member of the A.A., you call Falk, an organisation which, by arrangement with the Danish Touring Club, sends a breakdown gang right away. In Portugal you can call for the Auto Club do Portugal. Nothing has so far been arranged in Italy, France and Spain, but it is hoped that a similar service will be extended by those countries.

Travel to the Continent this year looks as if it will reach an all-high. By May 1 over 20,000 motorists had arranged for their cars to be shipped to the Continent; this being more than the total figure for the whole of last year, and applications are still arriving at the rate of 350 a day. The highest figure ever recorded before the war was 32,000. France is favourite, though there is great interest being shown in Spain and Italy, where there is no quota as there is in Switzerland and Belgium.

Meantime, those official pre-war routes in sections are once more available to members of the A.A., although many of the sections have been telescoped. The information about detours caused by blown bridges is supplied not only by the Touring Clubs of France and Italy, but also by the members themselves—of whom at least 3 per cent. have sent in valuable information.

Altogether, Mr. "Gibbie" Gibson, the secretary of the A.A., has every reason to be proud of his organisation. Mr. Gibson, baldish, genial and still fond of both soccer and snooker, although he is in his early sixties, joined the A.A. when it amalgamated with the Motor Union in 1910. It is largely thanks to him that the A.A. has intervened so frequently and successfully with any restrictive policy adopted by any Government. Besides being the Parliamentary expert, he also runs the extensive Legal Department and Highways and Traffic Department. Over a period of years the A.A. has been of immense assistance in this way. It was quite clear in 1905 that something had to be done to stop the police from trapping motorists for exceeding the old 20-miles-per-hour speed limit. This persecution could have killed motoring in its infancy, if it had persisted. In those days it was almost impossible to do a run of 15 to 20 miles in a car without encountering at least a couple of police traps, and it did not matter in the least by how little the limit was exceeded. The fines were exorbitant. Many country courts collected as much as £1,000 a week in the summer-time.

At first a few cyclist patrols were employed at the week-end on the Brighton Road to spy out the police traps and to warn motorists. These patrols used to trail the police and track them down when they were hiding behind hedges or had actually concealed themselves in the branches of trees. Motorists were quick to support the A.A. in these counter-measures on their behalf, especially when it hit upon the idea of the salute—to indicate that all was clear—and the deliberate failure to salute, which was a warning that there was trouble ahead.

According to legal advice the failure to salute could not be construed as obstructing the police in the execution of their duties.

The primary object of this exercise was to overcome the unreasonable enforcement of the 20-miles-per-hour limit. In this the A.A. was finally successful, but not before several of its friends in the police began to ring up and say where they proposed to trap, so that a patrol could be stationed nearby to warn members.

THE A.A. IN THE DAYS OF ITS YOUTH: *Left*—Patrolman J. W. Drew, who was employed to warn motorists of police traps on the Brighton Road. *Right*—The A.A.'s first office, a small room in Fleet Street. So expert were the counter-measures of the A.A. against what was generally regarded as police persecution that by 1909 the total membership of the A.A. had risen to 10,000. To-day the membership figure has passed 800,000

A ROAD PATROL OF THE DUTCH TOURING CLUB: Modelled on the A.A. patrolmen, the men of the A.N.W.B. are always at the service of the British motorist visiting the Netherlands

FANUM HOUSE, LONDON H.Q. OF THE A.A.: The Automobile Association has twenty-nine area offices

Among the many services which the A.A. has given its members was the issue of triptyques as long ago as 1908; free legal advice in 1909; the exclusion of garages in the Shop Bill of the same year from the clause preventing any kind of emporium from selling goods (in this case petrol) on Sundays.

Altogether, the A.A. has had a long record of success in protecting motorists from what was really class-discrimination on the part of the Government. Petrol rationing is a good case in point. After a long and difficult struggle, the A.A.—with the assistance of the R.A.C. and the Royal Scottish Automobile Club—eventually persuaded the Government to introduce the Standard Ration out of the fumes of the defunct basic; obtained the return of the Standard Ration for holders of supplementary allowances; and in recent months got the Standard doubled for the three months of June, July and August.

During World War II the A.A. handed over a million town plans to the War Office. Special itineraries for the three Fighting Services were frequently prepared, many of them intricate and calling for special knowledge. Nine hundred A.A. road patrolmen joined the Corps of Military Police. Another 1,100 joined other units of H.M. Forces.

Last year, over 300,000 routes were issued, many of them being for business men who needed the shortest journeys, owing to lack of petrol. In spite of the difficulties created by petrol restrictions, hundreds of hotels applied for the A.A.'s appointment, and were inspected, many of them being refused. Nearly 200 proposals by highway and other authorities for the imposition of restrictions upon the use of roads were examined. These included speed limits, one-way traffic schemes, waiting restrictions and the prohibition of the use of certain roads by certain classes of traffic. Time and again, objections were lodged and modifications suggested.

As usual, the emergency weather service was called into action on several occasions when snow, ice, floods or fog hampered the traffic. Detailed reports on the state of the roads were available every morning, and were followed throughout the day by further accounts of such changes as occurred. No wonder that the membership of the A.A., which had dropped to 315,000 by 1945, has now reached this figure of over 800,000.

One of the most useful services supplied by the A.A. is to the visiting motorist from abroad. From the Port Officer who meets him at the docks, from the patrols on the road, and from the staff at any of the Association's offices throughout the British Isles, he receives a welcome and all the help which over forty years' experience enables the A.A. to give.

It is the A.A., of course, which is responsible for all the sign-posting for special events like Royal Ascot, the Derby and other events which draw the crowds; and everybody knows the system of roadside telephone-boxes throughout the British Isles to which every member has immediate access by means of a standard key enabling him to telephone at any hour, local calls being free. This system is of particular value in calling a garage for assistance, an ambulance, the police or a hotel for the advance reservation of rooms.

No mention of the organisation would be complete without reference to the late Sir Stenson Cook, who, like Father O'Flynn, had a wonderful way with him, and was almost single-handedly responsible for the growth of the A.A. from that back room in Fleet Street to the splendid offices of Fanum House in Leicester Square. His sense of humour, quick wit and ability to handle public opinion were invaluable.

To-day, Cecil Orr, who does public relations in the widest sense of the word for the A.A., is equally popular and competent, although he is still only forty-four, and was away for most of the war in the Royal Air Force. On many occasions I have argued with him as to the desirability of including in the road routes of the Continent references not only to ancient monuments, but also to good local hotels and restaurants, regional specialities in the shape of food and drink, local attractions such as golf courses, bathing, fishing, gambling, and other pursuits of a Continental holiday. So far I have been unable to persuade him that this service would be worth while, whatever it might cost the A.A. in staff salaries for employees constantly visiting and inspecting towns, villages and holiday resorts concerned.

To conclude, the annual subscription of 2 guineas, which has remained the same since the reign of King Edward VII, continues to be the best value for money in the country.

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FLORA ROBSON
IN A PSYCHIATRIC DRAMA

Black Chiffon at the Westminster Theatre : Lupino Lane to Reopen the Gaiety Theatre

THE OPENING SCENE IN "BLACK CHIFFON," AT THE WESTMINSTER THEATRE : Rachel Gurney, Owen Holder and Dorothy Gordon as the young people in the play in which Flora Robson, Wyndham Goldie and Anthony Ireland play the leading parts

FLORA ROBSON AND WYNDHAM GOLDIE IN "BLACK CHIFFON" : The dramatic scene in which husband and wife discuss her lapse in shop-lifting a black chiffon nightgown. The story of *Black Chiffon* is a simple one ; the strength of the play lies in the powerful undercurrents in the family life of the Christies and the tense acting of Flora Robson and Wyndham Goldie. Robert Christie has been jealous of his wife's love for their son Roy since his birth ; and her love for the boy has been strengthened by the knowledge of her husband's dislike of him. The play opens a few days before Roy is to be married, and Alicia Christie, aware that a phase of her life is to end, is in a highly nervous condition. She goes out to do some shopping and steals a black chiffon nightgown, similar to one worn by her future daughter-in-law. She is caught by the store detective. Her husband engages a psychiatrist to aid her defence, and he elicits the story of the friction between father and son and the strength of the mother's love. A case is built up on these facts but, at the last moment, Alicia refuses to call the psychiatrist's evidence

IN THE CIRCLE OF THE GAIETY THEATRE : Lupino Lane and Sylvia Grey survey the dilapidated theatre for which the Ministry of Works has agreed to issue a licence for restoration work. Lupino Lane bought the Gaiety Theatre in 1946 for £200,000, but it seemed unlikely that work could begin for some time as theatres are not on the priority list Now, however, the Ministry has agreed in principle to a licence and it is hoped that the theatre may reopen next Christmas with a new musical comedy in which Lupino Lane, as actor-manager will play the lead. Miss Sylvia Grey, who is seen with Lupino Lane in the picture above, appeared there as première danseuse in 1890. The theatre was closed in 1939 and much of the interior was ripped out with the object of turning the building into offices. It escaped serious bomb damage, but the ten years without proper maintenance have left it in a very dilapidated condition, and Mr. Lane estimates that it will cost about £50,000 to restore it

"SHALL I HELP YOU COME AND PACK?" Flora Robson as Alicia Christie offers to help her future daughter-in-law, Louise (played by Dorothy Gordon), pack for the wedding, which is due to take place in a few days' time

The World of Books—By VERNON FANE

VIOLENCE from WALES: SQUALOR from LONDON

Two Novels Which Command Special Attention for Their Effectiveness

I SUPPOSE that to a truly Welsh reader, Welsh by birth and upbringing, there would be nothing fantastic about the novel ALL THINGS BETRAY THEE (Michael Joseph. 10s. 6d.). But to an English reader, even though he can see the integral value of the book, it remains surprising: violent in one direction, lush in another. It takes a little while, for instance, to accustom one's ear to the lilt of the prose, and to accept such sentences as "The scum of even my most inveterate griefs yielded to and was dissolved by a cleansing wisdom of acceptance." There is an echo of the Welsh revivalist hymn in that. Much of the imagery is effective, even brilliant, and the pervading mood of righteous anger against stupidity, arrogance and oppression is well done too, and well sustained, but the whole effect is as overwhelming as a Welsh tidal wave.

Mr. Hugh Massingham's novel THE BEST DAYS (Cresset Press. 10s. 6d.) is reassuringly solid and rich in texture; a satisfying book. It is also a book of unusual perception, whether in its excursions into the squalors of backstreet London, or the gentility of country houses. Its principal character is a clergyman, an apparently respectable parson who, nevertheless, becomes increasingly involved in underhand activities, while honestly horrified at his predicament. The plot has considerable originality, for which alone it should be recommended.

A PATH IS THERE (Cassell. 8s. 6d.) is chiefly a chronicle of life on a Norfolk farm during the war years and the first year of peace, and as such is extraordinarily interesting, since its author writes with authority and knowledge, but without being didactic. There is a plot, too, or, rather, a set of small plots concerning the gentleman-farmer, his daughters' love-affairs, and the love-problems and disputes of those villagers who either work on the farm, or are related to those who do. Elizabeth M. Harland handles the many strings of her story with a fair competence and with a pleasant air of sympathy that is well this side of sentimentality, but it is with the actual details of the farm, and with the sights and sounds of the countryside that she is at her best, and that best is to be commended.

Mr. Lewis Arnold's first novel is in the romantic tradition. It is also in the Garvice-Wynne tradition, for the author gives his characters handicaps that are obviously there to be overcome, and problems that have nothing to do with the sordid business of poverty, hunger or crime. VALLEY OF SOUND (Evans. 9s. 6d.) is the story of a young pilot of good family who has been terribly blinded and burned, and who retreats to a lonely part of the countryside with a faithful manservant. In the course of his stumblings about the fields and river banks he comes across a young woman, a brilliant pianist, with whom he falls in love. His blindness is curable but, although she loves him, the girl is afraid of marriage because of a very specialised problem of her own. You will not be surprised to hear that all ends happily.

JOHNNY GUNTHER: The story of his tragic last days is the subject of John Gunther's moving memoir, "Death Be Not Proud," which is reviewed on this page

During the American Civil War there lived a woman called Harriet Tubman, whom John Brown himself called General Tubman. She was one of the first to organise journeys on that "Underground Railroad" by which slaves were taken to freedom in the northern states, and she fought in the war "for Yankee or Rebel, white or coloured," wherever her nursing could do good. Miss Anne Parrish has written something of her story in A CLOUDED STAR (Heinemann. 9s. 6d.), and has made an emotional but effective novel from it.

Since the end of the war we have heard a good deal about the problems of readjustment as they concerned men coming home from the forces after years overseas, and these books, mostly novels, have been informative, sympathetic or bitter. A KNIFE FOR CELESTE (Michael Joseph. 8s. 6d.) is the first that I have read in which the returning warrior has a well-laid plan to do away with his beloved because of her unfaithfulness. Mr. Eric Burgess, however, makes a good story out of a situation in which an extremely good-looking girl spends the war years in finding active consolation for her husband's absence.

Mr. Stephen Lister's new book, SUN AND HEIR (Peter Davies. 8s. 6d.), is a satire or a farce, or both, and its action takes place on a nameless Caribbean island with such charming characters as Polly de la Pourriture and Millicent Casa de Puta. If the fun gets a little rough occasionally, that is in the nature of the book, but it has many amusing moments.

Sir Osbert Sitwell has called his new work "a secular oratorio." DEMOS THE EMPEROR (Macmillan. 2s. 6d.) is in fact a long poem in his authentic style and manner, trenchant, witty, uneven and twenty times as readable as the reporters it castigates.

Miss Gwendolen Freeman, in CHILDREN NEVER TELL (Allen and Unwin. 8s. 6d.), has written a record of a family in which we can all believe, partly because of their wonderful ordinariness. None of the children is a genius, musical, poetical or otherwise. None of them is a demon of invention, and all of them are as real as the children of one's own acquaintance.

Mr. Brian Vesey-Fitzgerald's excellent new book may have been written primarily for young people and beginners in bird-watching, but it is none the less masterly for that. BACKGROUND TO BIRDS (Cassell. 10s. 6d.) lives up to its title, and deals thoroughly, though obviously not exhaustively, with the kinds of habitat birds choose, with their nesting their song, their courtship and their migration.

GEMS OF STILL-LIFE ART: *Left*—One of a pair of Johann Baptiste Drechsler's panels (signed and dated 1800), and (*right*) an example of the art of Jacob van Huysum (1686-1740). Both pictures are on view in the exhibition of seventeenth- to nineteenth-century Flower and Still Life Paintings at the galleries of the Fine Art Society, 148, New Bond Street. The Brueghels, Louis Vidal and Abraham Mignon are among those represented in a fine selection

DEATH BE NOT PROUD (Hamish Hamilton. 7s. 6d.) is a memoir of great pathos that is indeed almost intolerably moving at times. It is a father's account of the sudden terrible illness which afflicted his only child, of the boy's courage and spirit throughout fourteen months of recurring horror, and of his death at seventeen. The father was John Gunther, and the boy his son, Johnny.

THE ANCIENT MARINER and the AUTHENTIC NARRATIVE (Heinemann. 7s. 6d.) is an entertaining piece of research into the origins of Coleridge's poem, and its possible derivation from an autobiography which was extremely popular in his time, and which, as compared in this volume of Mr Bernard Martin's, shows at least enough similarities on which to base a full-grown theory.

KINSEY'S CASE HISTORIES

Professor Alfred C. Kinsey has explained the world of human sexual behaviour as no other man has done before him in the United States. His facts are gleaned from a multitude of interviews, 12,000 to be exact, so that we learn in his now famous report that highest femininity is often found among domestic servants (wherever that vanishing race may exist), and the lowest among "superior" women athletes. We learn a lot of other things, too, most of which sum up, in the words of old John Adams, America's second President, to the fact that "The first want of every man is his dinner and the second want his girl." Morris L. Ernst and David Loth, however, take the Indiana doctor with the utmost seriousness, and in SEXUAL BEHAVIOUR AND THE KINSEY REPORT (The Falcon Press. 6s.), they analyse the industrious Professor's findings, which they say are already shattering some of our taboos. The authors look forward to the time when some European Kinsey will make it possible for us to compare the habits of the Englishman, the Frenchman, the Italian and the Dane, with the 12,000 Americans who have so far told the truth about themselves with such abandoned frankness.

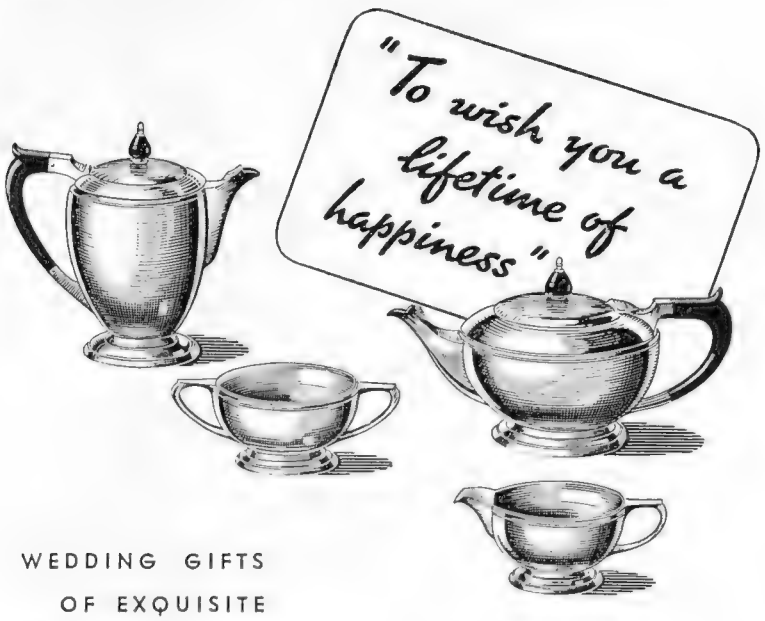
Yvonne ffrench has had the hardest of tasks in contributing her life of MRS. GASKELL (Home and Van Thal. 6s.) to the excellent new series of background books on literature. In the first place, Phyllis Bentley and G. D. H. Cole set a high standard, the former in writing about *The Brontës* and the latter about *Samuel Butler*; and in the second place, Elizabeth Cleghorn Gaskell (1810-1865), who had seven children, and was devoted to them and to her philanthropic work among the poor, was not a spectacular personality. Some might even accuse her of a certain "dowdiness." Miss ffrench somehow conveys the essential goodness and serenity of Mrs. Gaskell's way of life without making it appear drab, and with a series of deftly-chosen extracts from her writings, shows with some exactitude the character of one who possessed a prescription for happiness.

The Battle of Cambrai, fought in November-December 1917, followed the blood-bath of Passchendaele and preceded the German and British offensives of 1918. At Cambrai the secret concentration of a strong Allied striking force was the basis of a complete tactical surprise, and a complete success. Tanks and infantry, trained together, mounted an assault which realised the highest hopes. But there was no pursuit, and Cambrai provided no swan song for the cavalry; there was to be no last gallant charge upon the battlefields of Europe. In MILITARY OPERATIONS FRANCE AND BELGIUM 1917 (Stationery Office. 30s.), Captain Wilfred Miles, who partners Brigadier-General Sir James Edmonds in the official history of World War I, again takes up his pen, and this story of the assault upon the *Siegfried Stellung*, or Hindenburg Line, as our men called it, is told with vigour, indeed very much in the manner of Sir James himself. It is really remarkable how these two historians have produced such palatable fare when handling a mass of very solid facts. This volume completes the History of the war on the Western Front, the volumes dealing with 1918 having been published already.

To-day the château has lost its ordained purpose of use or luxury. But it does not belong altogether to the past. It is more often than not a thing of beauty; it is part of the landscape of western France, of Berry and Touraine, where it finds its noblest expression in the great galleries of Blois, the towering immensity of Chateaudun, the elegance of Villandry, and the turrets of Azay-le-Rideau. In FRENCH CHÂTEAUX (R. T. Batsford. 50s.) Henri Lemaitre has brought together a magnificent volume of photographs. It is a pity that he has not thought fit to provide longer descriptive details, and much of the deepest interest has been omitted. The author tells us, for instance, that Vauban added a wing to sixteenth-century Ussé, but apparently finds nothing particularly remarkable in the fortress builder's rare and enchanting excursion into domestic architecture; while the celebrated roof of Chambord, with its "riot of ordered confusion," its "line of wildest elaborations," to snatch a phrase from Ralph Dutton and Lord Holden, is dealt with summarily and without imagination. Despite these textual shortcomings, this is a volume to treasure.

Hazlitt has always given his readers "an extension of experience." THE ESSAYS OF WILLIAM HAZLITT (Macdonald. 8s. 6d.) are reprinted in the Macdonald Illustrated Classics. To re-read them is to delight in the essayist's energetic, hard-hitting sentences. He seems to kindle as he proceeds. Catherine Macdonald Maclean provides an excellent introduction.

Three classics return to circulation with the appearance of Tolstoy's THE COSSACKS, Gogol's DEAD SOULS and Balzac's THE FATAL SKIN, in The Novel Library (Hamish Hamilton. 6s. each). This is a uniform edition, but the individual cover-designs differ. They are at once charming and original, and a great deal of care has been lavished upon their production. The best thanks of readers of the classics surely go out to the house of Hamish Hamilton.



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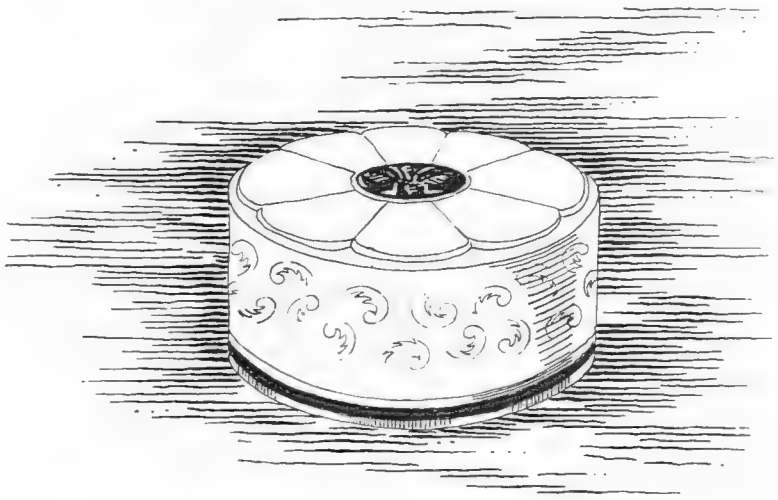

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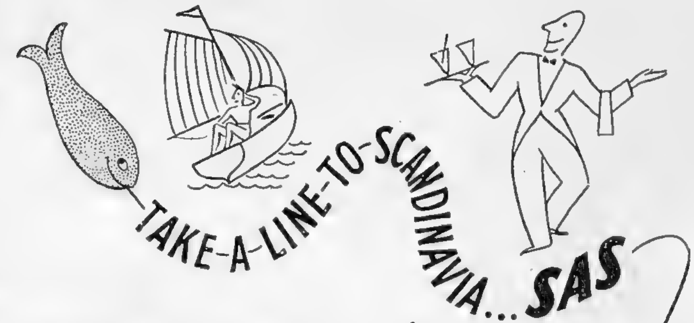

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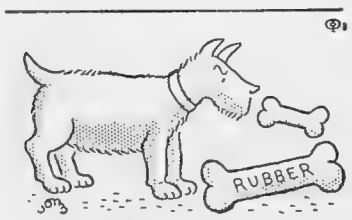

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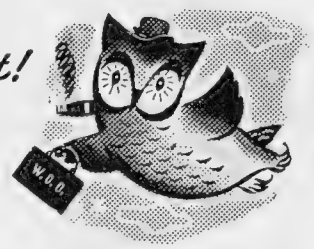

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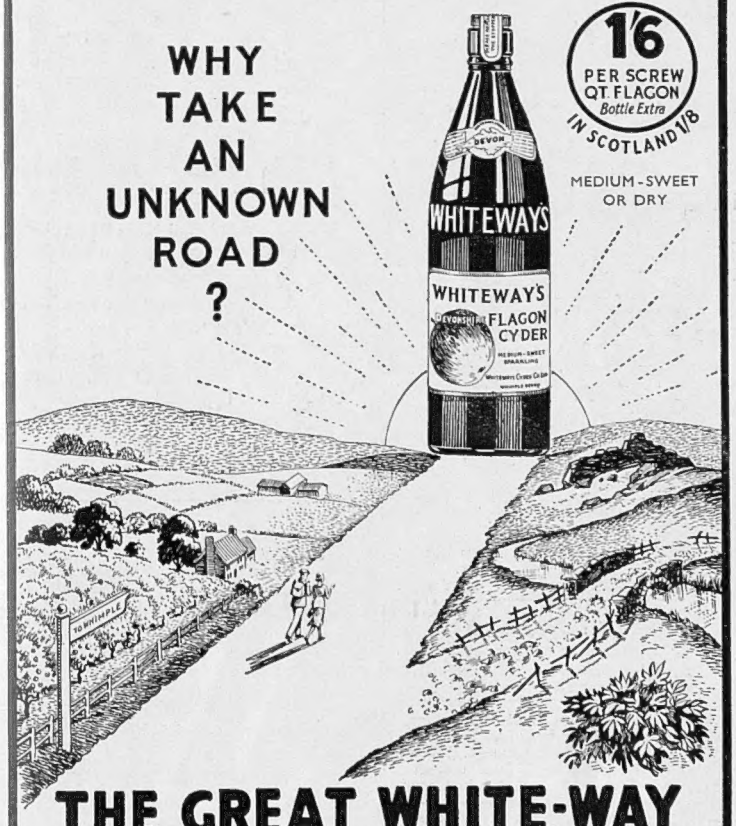

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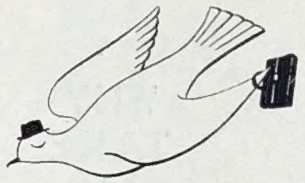

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THE TIMES

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YOU might think there weren't enough people in Bermuda to justify starting a bus service, but if you were a Bermudan and had been rolling around in a gari, or dragging your tired feet along those hot dusty roads whenever you wanted to go for a bathe or a bottle of rum, the prospect of a ride in a brand new bus would be restful indeed.

So the Bermudan Bus Service is very busy — and so, incidentally, is the Nuffield Organization. Bermuda is only one of 83 different territories overseas which between them have bought 52,000 Nuffield Vehicles in the past 12 months.

THE pity is that our Motor Car factories still cannot devote a fair proportion of their energies to providing you with a new motor car at home here just as quickly as you might like it.

BUT how glad we're all going to be in a year or two's time to find that firms like Morris, Wolseley, Riley, M.G. and Morris-Commercial — of the Nuffield Organization — have done so much to lay the foundations of a prosperous overseas trade that, after all, brings a bit more fat and comfort into the lives of *every one of us*.

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